


128

ENTERTAINMENTS



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There's surely no better gift where there is a Victor or Victrola. Nothing more acceptable, nothing more enjoyable. Stop in any time and we'll gladly give you a descriptive list of the newest records and play any numbers you wish to hear.

EXCLUSIVE AGENTS:
MOUTRIE'S

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	...	...	...	...	\$6.00
Return " " (available also for return by day steamer)	...	...	...	...	10.00
Single Fare by Day Steamer	...	...	...	...	4.00
Return " " " " " " " "	...	...	...	...	8.00

HONGKONG TO CANTON. TUESDAY, 4TH JANUARY, 1916.
8.00 a.m. HONAM. 10.00 p.m. FATSHAN.

CANTON TO HONGKONG. TUESDAY, 4TH JANUARY, 1916.
8.00 a.m. HONGSHAN. 4.30 p.m. KINSHAN.

WEDNESDAY, 5TH JANUARY, 1916.
8.00 a.m. HONGSHAN. 10.00 p.m. KINSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. TAIHAN, Tons 2,003.

HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf, Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 3 p.m.

EXCURSION TO MACAO.

SUNDAY, 9TH JANUARY, 1916.

The Company's New Steamship "TAISHAN"
Will depart from the Company's Wing Lok Street Wharf at 8 a.m., and return from Macao at 3 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 1 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANYING, 589 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANGHVI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [123]

IT STANDS TO REASON

that the best proof of the excellence of any medical preparation is its continued popularity. Beecham's Pills have been before the public for upwards of half a century, and it is acknowledged that they are, now, in greater demand than ever. Their enormous sales are still on the increase. No medicine could achieve such a remarkable success unless it had proved itself to be of very real worth and practical value.

Beecham's Pills

have justified public confidence. In thousands of homes, to-day, experience has proved the beneficial results obtained from the use of these pills in cases of biliousness, sluggish liver, impaired digestion and a disordered condition of the bowels. It is a safe and prudent thing should you feel "out-of-order" to rely upon the curative properties of this excellent preparation. You will speedily find that Beecham's Pills

WILL DO YOU GOOD.

Sold everywhere in boxes, price 9s (36 pills) 1/11d (56 pills) & 2/9 (168 pills).

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JANUARY TO JUNE, 1915. With Index. Price \$7.50.

On Sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 10th August, 1915.

FRENCH LESSONS

G. MOUSSON.

15, MORRISON HILL ROAD.

ENGLAND'S MAMMOTH MUNITIONS PLANTS.

HIGH DEGREE OF EFFICIENCY.

The war and its consequences pervade these islands, writes the London correspondent of the *New York World*,—but a far less vivid idea of what England is actually doing in furtherance of the war is obtainable in London than in the great manufacturing centres of the country.

Reading certain speeches and certain newspapers conveys the notion that London's state of mind is morbid. Away from immediate contact with these influences a far healthier, more patriotic, more self-respecting tone prevails.

LONG TRAINS FILLED WITH GUNS AND SHELLS MOVING TO FRONT.

I travelled from London to the impressive, prosperous and bustling city of Barrow in Furness. The war was with us throughout the journey. At every stopping place there were leave-takings between the soldiers and their relatives; troops trains were drawn up loaded with regiments en route for the south of England for transport to Flanders; or the Dardanelles.

Whenever a train arrived at an important station girls came along with trays of coffee and plates of buns and fruit for distribution gratis among the travelling soldiers. This was how the localities showed their practical interest in the comfort of the men.

It was a Saturday afternoon, and workers who had Sunday off were going considerable distances to spend it with their families.

All their talk was of "Government work," and so distinctive is the patois of the Midlands and Lancashire to the unaccustomed ear that much of it might be Greek. They were sturdy fellows as a rule, quite 40 per cent. of them within military age, but the majority apparently married.

One elderly man was telling how he was in a "shop" where they had an order for a quarter of a million of the batons from which grenades are slung into the opposing trenches. "Aye, aye," he said, "there's no end of work for all that's left in these parts." The others chorused "aye, aye."

Another in the abrupt, concise language of his class told of the "main grand week that's been done yon," with a nod toward a Lancashire town where he had mounted the train, and they all said "aye, aye," again very solemnly.

SLACKERS SHOULD BE "FETCHED," Compulsory military service they spoke of with more detachment. "Aye—there are plenty of chaps about doin' nothin' for the country should be fetched if they're wanted," said one; but the others took exception to this and said in their parts the bulk of the "chaps" had gone. But they were not excited over the question of compulsion. They evidently did not believe it had come within the pale of practical politics.

In the third-class cars there was general conversation, but the aloofness of the Englishman toward his fellows was curiously illustrated in the first-class dining car. A young officer was sitting at a table alone. They had not been introduced, and they never exchanged a word throughout the meal.

Each had the air of being oblivious of the other's presence. They must have had a good deal in common, but even comradeship in arms in face of the great national crisis was not sufficient to thaw their natural reserve. Yet no doubt, each was most anxious to have a friendly chat with the other.

I suppose when officers meet for the first time in the trenches they don't speak unless they have been introduced. Even high explosive shells are not sufficiently powerful to shatter their aloofness.

When you speak of Barrow-in-Furness you naturally think of the great armament firm of Vickers, Maxim. It is what the Carnegie Steel Works are to Pittsburgh or the General Electric to Schenectady.

The naval yard showed at once convincing proofs of the accelerated activity of this firm since the war began. Warships of all dimensions—it is not possible to be more precise—were to be seen in all stages of construction down to the completed article. The din was to the ears of the swarms of workmen employed most impressive. Warships have already left Vickers' yard and are in commission at this moment which in peace time would still be on the stocks.

The submarine section was a startling revelation. While England has been destroying or capturing German submarines she has at the same time been feverishly enlarging her own submarine fleet—already greatly preponderant before the war.

SURPRISE FOR GERMANS.

Vickers have played and are playing a conspicuous part in this direction. I saw submarines of an importance, and I may say a novelty, that I had never dreamed of, and it can safely be predicted that when the time comes for their employment there will be some horrible surprises in store for the Germans.

Some of these dread engines of destruction and defence are already with the fleet, others are receiving their finishing touches, yet others are in their initial stages.

No girls were employed at Vickers until the war began. Now there are thousands and thousands of them dealing with the smaller sized shells. I was told that the girls are remarkably quick to learn, and that a fortnight's instruction enables a girl to take charge of a shell machine herself.

They include girls from families of all classes in Barrow and the neighbourhood, numbers of them much superior to any previously engaged in manufacturing work. Indeed, this is quite apparent to any one passing through the workshops, and it was equally noticeable that a remarkably high percentage of handsome, splendid-looking girls were bending over the lathes. There are several excellent examples close to the works where they get their meals at practically cost price.

GOOD WAGES EARNED BY CLEVER GIRLS.

They earn good wages, being paid by piece work, with a bonus for exceeding a specified output. They are easy to manage, are not amenable to trade union restrictions, and in fact they should be kept fully supplied with work. The bulk of them acquire a thorough mastery of their tools, are very conscientious in their work and make a noticeably small percentage of mistakes.

New batches of girl hands are being taken on and trained all the time, so that as the machines in the other new sheds are available they can be set to work without loss of time. Their praises were quite enthusiastically sung on all sides, one director declaring that "the women munition workers are proving to be the saving of the situation."

Women are also largely used in the fuse shops, and do nearly all the important work of gauging and examining the finished shells before they are passed on for final inspection first by the firm's own, and then by the Government inspector. I saw the day's output of 15-pounders standing in long rows at the end of the sheds, and it was enormous.

When it is remembered that the same work is being done in hundreds of other centres throughout the country, in many on a much more extensive scale, the extent to which Great Britain is turning out munitions of war can be faintly understood.

COFFEE REPLACES BEER.

Formerly cans of beer were regularly supplied to the men in the forges here as elsewhere, but under the war restrictions on drink they have to do the best they can on coffee or barley water. The practical result of this ordinance has been eminently encouraging. The only men who suffer are those who have been heavy drinkers and looked for great part of their daily sustenance to stimulants. These in many cases have lost working energy, but for the others temperance has enhanced their capacity for work and noticeably improved their health. This war if it does nothing else will give a tremendous impetus to temperance in these islands.

Vickers, amid their multifarious activities, are busily engaged in turning out the handy and destructive eighteen-pounder field guns of the British artillery. This gun is the prototype of the famous French "75," and as each army has a preference for its own weapon, its value can be imagined of the works is concerned with the assembling of turbine, propelling and submarine engines. Before being placed in position, whatever type of craft they are intended for these are set up in pits and undergo a series of the most exhaustive tests at the hands of experts, who minutely examine all the working parts. If they fail to comply with the specifications in any particular they have to be perfectly adjusted before they are passed for fitting on board ship.

Some of the new types of submarine engines are marvels of compactness and power, and they have more than complied with the very exigent requirements of the naval authorities.

Many of the improvements introduced in this and other types of work, and particularly the amazing acceleration of production on all hands, are due in considerable measure to the relaxation of the rigors of red-tape, so that these great and experienced firms can operate more freely along their own lines.

The results have amply justified the change, which probably nothing short of a war of this unprecedented magnitude would have been sufficient to bring about. Barrow, like all the other towns I visited, has all the appearance of high prosperity. There is no unemployed problem—the problem is the other way.

The ordinary workmen, together in many cases with their wives and daughters, are earning big wages, anything from 60 to 200 or 300 per cent. more than in peace time. No wonder they are well dressed, and spend more money on amusement.

This period puts the acid test on the English and Scottish workman's capacity for thrift. On all hands I hear that they are not saving as much money as they should. They do not realise the fact apparently that this is a thoroughly artificial prosperity, and that after the war there must be hard times.

In the munition centres—which comprise in a great degree all the manufacturing districts of the two countries—the wage earner is now in a position to provide against industrial depression, lower wages and heavy direct and indirect taxation that must follow the war as surely as day follows night.

Organised efforts are now afoot to bring home to the mind of the workman the vital necessity of saving, and it is to be hoped that they may be successful. They are certainly very necessary. One salient result of the war is apparently universal—the checking of the drink habit. This involves a big loss of revenue, but it is revenue well lost.

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NOVEL METHOD OF OATH-TAKING.

A goldsmith of Ayr, Ayrshire, Ceylon, sued another goldsmith for £300 due on a promissory note. Defendant filed answer admitting liability only of £1.65 which he admitted in court, while claiming a certain sum from plaintiff in reconvention. When the case was called the defendant, through his counsel, challenged plaintiff to take an oath at a Tamil Kooli in the following manner:—Plaintiff, between noon and 1 p.m. on a Friday, should take a bath and garland himself, boil rice, be killed and sacrificed, and on his blood the oath must be taken declaring his claim just and true. To this, plaintiff agreed and the magistrate entered judgment for him for the full amount with costs, dismissing defendant's claim in reconvention. It was also recorded that in default, plaintiff's action be dismissed with costs and defendant's in reconvention allowed.

Mr. J. B. Sutor, commercial commissioner in the East for New South Wales, states that in Australia the regulations in regard to prisoners of war are very severe, and that only recently a German prisoner was shot for disobeying orders.

AVENGING FATHER.

THRILLING STORY OF HOW HE MADE THE ENEMY PAY.

The following story, pathetic as well as terrible, is quoted by the *Territorial Service Gazette* from a letter home by a non-commissioned officer of a Territorial battalion:—

"Of the bombing party with which I served," he writes, "one of the keenest was a man whose sons had been killed in the early days of the war, and he had also lost a brother. Though he was well over the military age he had managed to pass, and from the first day of his arrival at there his mind was obsessed with the idea of avenging the death of his sons."

"When his chance of getting to close quarters came he was not slow to make use of it. He dashed forward at the head of his party, and hurled a bomb into a section of the German trench accounting for over a dozen of the enemy. At one point where the enemy were developing a counter-attack the old man rushed forward and dropped bomb after bomb into them, finally dispersing them single-handed."

"Later in the day he seemed to be everywhere. Sometimes he was bomb-throwing, at other times he was doing bayonet work, and occasionally he lent a hand with clearing away wounded men. Always he seemed to remember his 'darling boys,' as he called them, and many a German whose account was settled that day must have wished that those 'boys' had never been killed. For while I lost sight of him, and when I saw him next he was lying wounded."

"It was plain to be seen that he was booked through, and he knew it as well as we did. He smiled a little when he saw me, but it was the smile of a man weary of life and waiting for death. 'Hard luck,' he said, 'but anyhow, I've made the Hunns pay for killing my boys.' When I came back a few minutes later he was dead. At his request they buried him with him photos of the 'darling boys' and the old woman."

HONGKONG VOLUNTEERS.

CORPS ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

FIELD OPERATIONS.

2.—The three Sections of the Machine Gun Company will take part in field operations on 9th inst. Further particulars will be notified later.

MUSKETRY.

3.—Musketry. Trained men's course, Part II. (Standard Test) will be carried out at King's Park Range as follows:—

Saturday, 8th inst., 2.30 p.m.—No. 2 Section Art. Batty. Officer on duty at firing point: Lieut. Danby. Officer on duty at butts: Lieut. Weald. Sunday, 9th inst., 9.30 a.m.—Civil Service Company. Officer on duty at firing point: Lieut. Lindsell. Officer on duty at butts: Lieut. Murphy. Corp. Grimes, R.E., will attend. N.O. Os. of the units firing will assist him. Uniform (Drill order) to be worn. The Officer in charge of the firing point is to check the ammunition both before and after firing each day.

PARADES.

4.—Parades for to-day.
7 a.m.—Members of Signalling Section and other Signallers as detailed in Signalling Section Order dated December 8th, 1915: Morse flag practice at Headquarters.
6.10 p.m.—Centre Section M.G. Co.: Machine Gun Drill at Kowloon Dock. Launch leaves Statue Pier at 4.30 p.m.

6.15 p.m.—Nos. 1 and 2 Sub-sections Artillery Battery (as detailed in Corps Order No. 4 dated December 8th, 1915: 10 p.m. gun drill at Headquarters. Serg. Bradley will attend. Right Section M.G. Co.: Section Drill and Rifle exercises at Headquarters under Serg. Major Highy. Stretcher Bearer Section: Instruction at Headquarters. Remainder, none.

note.
The Scouts Company will parade on Friday, 7th inst.

5.—Gun Club Hill, Kowloon:—On duty until morning of 8th inst.—H.K.V.R.
Next for duty—No. 2 Section Art. Batty.
Officer on duty—Capt. W. M. Scott. P. of W. Camp, Kowloon:—On duty until morning of 8th inst.—H.K.V.R.

Next for duty:—Jan. 8th—Scouts Co.: Capt. Stewart. Jan. 8th—Scouts Co.: Lt. Murphy. Jan. 10th—Scouts Company: Capt. Hutchison.
Jan. 11th—Centre Section M.G. Co.: Lieut. Wright.
Jan. 12th—Civil Service Co.: Capt. Churchill.

January 13th.—No. 1 Sec. Art. Batty. and Left Sec. M.G. Co.: Lieut. Rees.
Jan. 14th.—Right Section M.G. Co.: Lieut. Kennett.
Orderly Sergeant from 8th to 16th inst.: Sergt. H. G. Hegarty.

HONGKONG POLICE RESERVE

PARADES.

In Uniform, caps and covers, rifles, and ammunition.
Tuesday, January 4th.—No. 1 Company, 5.30 p.m.
Wednesday, January 5th.—No. 2 Company, 5.30 p.m.
Thursday, January 6th.—No. 4 Company and Recruits of all Companies, 5.30 p.m.

Saturday, January 8th.—Combined parade of all ranks at Central Station at 2.45 p.m. sharp.
MUSKETRY.
Sunday, January 9th.—All Inspectors and Sergeants will fire Part 2, leaving Blake Pier at 9 a.m. Uniform, with helmets or caps as directed.

PROMOTIONS.

The Hon. C.S.P. has sanctioned the following promotions in No. 1 Platoon of No. 1 Company:—P.O. W. A. Butterfield and A. Gibson to be Sergeants.

HOUSES TO LET

TO LET.

TWO HOUSES in "STONEHENGE," No. 5, Robinson Road. Newly done-up and remodelled. Each House contains downstairs Two Good Rooms and upstairs Three Bedrooms, each with Bathroom. Out-houses and Grass Tennis Court. Shortly available for occupation.
Apply to—**DAVID SASSOON & Co., Ltd.**
Hongkong, 22nd December, 1915. [114]

TO LET—FURNISHED.

NO. 51 CONDUIT ROAD, 8 Rooms, 4 Baths, h & c, Ample servants' Quarters, Two Tennis Courts. From 1st of March to end of year.
Apply to—**COLBOURNE LITTLE**, 18 Bank Buildings.
Hongkong, 21st December, 1915. [111]

TO LET.

OFFICES in Queen's Building.
Apply—**THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.**
Hongkong, 8th December, 1915. [105]

TO LET.

NOS. 11 and 13, GAGE STREET, from 1st January, 1916.
Apply to—**J. VINCENT BRAGA**, Togo Kisen Kaisha.
Hongkong, 16th November, 1915. [100]

TO LET.

NOS. 9 and 10, MOUNTAIN VIEW, Peak.
Apply to—**M. J. D. STEPHENS**.
Hongkong, 12th November, 1915. [97]

TO LET.

"THE KENNELS", 188, Magazine Gap. Thoroughly renovated and repaired.
Apply—**THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.**
Hongkong, 10th November, 1915. [95]

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.
Apply—**DEACON, LOOKER, DEACON & HARBTON**.
Hongkong, 19th October, 1915. [90]

TO LET.

"GLENSHIEL", No. 141, Plantation Road, Peak, from 1st November, 1915.
Apply—**LINSTEAD & DAVIS**.
Hongkong, 18th October, 1915. [88]

TO LET.

A HOUSE in Kowloon Terrace, Kowloon.
Apply—**THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.**
Hongkong, 24th October, 1915. [37]

TO LET.

OFFICES in St. George's Building, Second Floor, Overlooking Harbour, immediate possession.
Apply to—**SHEWAN, TOMES & Co**.
Hongkong, 3rd December, 1915. [33]

TO LET.

OFFICES at 2, Connaught Road. **OFFICES** in King's Buildings. **OFFICES** in Des Vaux Road Central. **HOUSES** in CLIFTON GARDENS, Conduit Road. **NEW HOUSES** in Broadwood Terrace. **HOUSES** at the Peak. **NO. 1, MORETON TERRACE**, Causeway Bay.

GODOWNS, at Wanchai. No. 1 and 2, WEST END, TERRACE CANTON.

Apply—**THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.**
Hongkong, 4th November, 1915. [32]

TO LET.

TWO ROOMED-FLATS in Nathan Road Kowloon. **THREE ROOMED-FLATS** in Humphrey's Buildings, Kowloon. **FOUR ROOMED-FLATS** in May Road, with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.

FOUR ROOMED-FLATS in Gordon Terrace and Salisbury Avenue, Kowloon.

Apply to—**HUMPHREYS ESTATE & FINANCIAL Co., Ltd.**
Alexander Buildings.
Hongkong, 29th December, 1915. [59]

GREEN ISLAND CEMENT CO., LIMITED.

LOST.

APPLICATION has been made to this Company to issue Duplicate Certificates of 50 Shares in this Company in the name of Mr. ARTHUR ROBERT DONNELLY or other Certificate or Certificates in lieu thereof upon Statement that the Original Certificate No. 3518—50 Shares numbered 234577/234623 dated 21st February, 1910, has been LOST or DESTROYED; and NOTICE IS HEREBY GIVEN that if within 30 days from the date hereof no claim or representation in respect of such Original Certificate is made to the Company the undersigned will then proceed to deal with such application for duplicate.

For the GREEN ISLAND CEMENT CO., LTD.,
SHEWAN, TOMES & Co.
General Managers.
Hongkong, 14th December, 1915. [109]

HAND PRICES.

Tuesday, January 4th.—5 p.m.
Friday, January 7th.—6 p.m.

P. C. JAMES
D.S.P. (Reserve).

REVENUE OFFICER'S TRAGIC DEATH.

Revenue Officer James McMillan committed suicide at about midday on Sunday at his residence, No. 1, Naval Terrace, by shooting himself through the head with a revolver. He was one of the most popular and efficient men in the Revenue service, and his tragic death came as a severe shock to his colleagues and to the many friends who bright and sunny temperament had attracted. Apparently he had experienced financial difficulties, and on Saturday, it is said, he reportedly threatened to take his life. On the Friday he was to be seen, in the attire of a clown, romping about like a veritable schoolboy and amusing the children at the Civil Service annual sports.

Deceased was formerly in the Royal Garrison Artillery and served in the South African war. He left the Army while in Hongkong in 1911 to join the Police. Three years later he transferred his services to the Revenue Department, and had latterly figured with Revenue Officer Wilden in several important opium seizures. He was a Lance-Corpl. in the Hongkong Volunteer Engineers.

The funeral took place at Happy Valley last evening, deceased being accorded a military honour.

EXPLOSIVES AND BOMB CASES.

DETECTIVE'S DISCOVERY.

At the Magistracy yesterday, before Mr. J. B. Wood, a Chinese named Ko Shu, was charged with possessing 15 bomb cases at Hill Road.

Mr. P. W. Goldring represented the defendant.

An Indian sergeant, deposed that he stopped defendant with the bundle which contained the cases.

Mr. Goldring stated that his client's contention was that the tins were for the purpose of holding aniline dyes. That was the statement he had made to the Police, also when he was arrested.

A Sergeant Interpreter at the Central Police Station stated that when the man was brought to the station he said that another Chinese had asked him to take the cases to a house in Hill Road, but he did not give any number. He took them there and they were received.

Mr. E. R. Dovey, Government Analyst, said he believed the tins were used for the purpose of making bomb cases. They were exactly similar to other tins which were made to take a tube arrangement for a detonation. There were fittings which were exactly similar to those which he had seen in another case. These cases worked perfectly. There was no reason why the tins should not be used for holding aniline dyes, but they were rather common for holding such a valuable substance. The dyes were usually sold in glass bottles.

Sergeant Cockle deposed that he went to the house and there found several tins similar to the ones produced, some of which contained explosives. Some men were arrested. The boxes in which the tins were found were covered over with cotton wool. In rolls of cordite were found 281 sticks of dynamite, some acids, glass tubes containing liquid, and a card-board box containing some powder like sugar. They also discovered a quantity of gelatine.

Mr. Dovey (recalled) stated that he was present at the house when the explosives were discovered. He also saw there seven coils of fuse and four boxes of detonators. The outfit was complete for the making of bombs.

Mr. Goldring said there was no case at all. There was no definition in the Government Ordinance as to what constituted a bomb case: a cigarette tin might be used for a bomb case. The prosecution could not show that his client knew what the tins were for.

His worship—It seems to me there is a case to answer.

Mr. Goldring said the man had been employed at the Naval Yard and by the Electric Light Company. He was a man of good character. He had now taken a shop in a shop and when a man asked him to make the cases he did not wish to turn away business.

FOOTBALL.

SHANGHAI CHARITY MATCH.

The annual charity football match which was played on the Recreation Club's ground on Christmas Day, between the Shanghai Recreation Club and the Shanghai Football Club, ended in a draw of three goals each, and will, therefore, have to be replayed. The net proceeds of the match are expected to total well over a thousand dollars.

INDUSTRIAL DEVELOPMENT OF CHINA.

SOME RECENT OPINIONS.

BY PROFESSOR MIDDLETON SMITH, M.Sc.

At present the workshops of Europe and America are in a state of feverish activity. Almost every lathe and machine tool is being used, directly or indirectly, for the production of munitions. Fortunately, there is a limit of time, even in warfare. In a few months, or in a year, or in three years, the present great demand for shells and machine-guns will almost cease. Then will commence new anxieties. A market will be necessary to keep the lathes and their attendants busy. It is already evident that great hopes are fostered in Great Britain by the belief that China will absorb a great deal of machinery in the near future.

TRAVELLERS FROM HOME.

Mr. Ainscough, the British Trade Commissioner, has recently been giving the home manufacturer the benefit of his impressions, recently formed while visiting eighteen of the Provinces of China. He pointed out some interesting facts about our German competitors. They had obtained, he said, a practical monopoly of two enormous lines of trade, viz. arms and munitions and aniline dyes. "With the large commissions earned on those two lines they had been enabled to stand the expense of agencies in the principal towns—at any rate in the capital towns of the provinces—and to push their other lines of trade. This applied, perhaps, more to engineering than to the cotton trade." This official commissioner passed through Hongkong. He seemed to be impressed by the amount of German machinery which had been imported into China. Since the year commenced, of course, such imports have almost ceased.

Mr. Riddle, also, recently gave his views concerning industrial development in China. He spoke to a Midland audience. What seemed to surprise him most was the fact that, right inland, there is a great demand for electrical goods. He visited a town where there was no European building. The people crowded round him in the street, so surprised were they to see a white man. Yet the place was supplied with electric light and used metallic filament lamps.

Mr. Arthur Preuss, a well-known London engineer, has been recently visiting Shanghai and Hongkong, in connection with the development of the electricity supply schemes of both places. He, also, was surprised at the industrial development of the last few years.

The mail of to-day brings the well-known technical journal, the *Engineer*, published about six weeks ago. It contains a leading article on "Our Engineering Trade with China," possibly written by the special commissioner which that journal sent out to China about two and a half years ago. It commences as follows:—"An enormous field will be open in China to British engineering trades after the war, provided that the efforts put forth by British firms receive adequate support at the hands of the Government and of the banks which conduct business with the Far East, and whose principals are quite familiar with the customs and the business methods of the people." Other influential technical journals have said very much the same sort of thing.

SUPPLY AND DEMAND.

These various views all support the same general theory. Until the war is finished the engineering trades of the world will be too busy at work on munitions to worry very much about new markets. As soon as peace is declared there will be great efforts to sell machinery to China. It may be without interest to suggest the probable developments.

The three chief branches of applied science which will benefit seem to be railway engineering, mining engineering and electrical engineering. In the development of railways lies the chief hope of those who look for a period of peace and tranquillity in China. The railway and the telegraph are forces which can make the country smaller and easier to handle. As education is the enemy of despotism, so is the railway the enemy of revolutions. It seems reasonable to believe that the political difficulties connected with railway concessions in China will be easier of solution after the war than they were before it commenced. Even if the schemes now in abeyance are carried out, there will be a period of activity. There has been in the past few years so much desire to obtain railway contracts in China that it is hardly probable that the financial difficulties of the future will be insurmountable.

With regard to mining, China, which up to the present time, has hardly been scratched, seems destined to yield some of the biggest mining enterprises of the world. Just as the Chinese shareholders in the Kailan Mining Administration touch dividends they never did before, so will other and similar enterprises yield good returns. Prosperity soothes. There will be no resentment of a joint Chinese and foreign control when it is fully appreciated that the result is very profitable to native as well as foreign shareholders. Mines will play a very large part in the growth of the New China. They demand close attention. Mr. A. J. Hoskin, in showing the relative values of mining, agriculture and manufactures in such a country as the United States, has pointed out that, in one year, agriculture produced about \$725 (gold) per capita, mining \$1,010, and manufacturing \$760. The lucky possessors of certain antimony mines in China have had the full benefit of the recent remarkable rise in the price of that mineral. Religious or superstitious fears, about disturbing a grave, or liberating the hidden spirits of the earth, have a way of disappearing when large profits seem probable. Judging from the romantic history of the Kailan Administration, it does seem to be possible to create in China a demand for up-to-date mining machinery.

The demand for electrical machinery, especially that used for lighting active towns, continues to grow. During the last year, despite the difficulties of deliveries, there has been a considerable supply. When prices come down after the war, and easier methods of payment are possible, there will be an increased demand. The industrial centres, such as Shanghai, Hankow and Hongkong, will provide a market for other kinds of electrical apparatus.

THE FOUR CLASSES.

Although, just now, the engineering trades are not anxiously concerned with the China market, they will benefit later on by the continued spread of technical education. Each year the number of Chinese who understand something about scientific work increases. All these act as missionaries of industrial development in their own country. It is quite true that, in common with almost everything else in this world, technical education has been affected by the great war. It has been possible, however, in most places, to "carry on." Progress may have been the case had Europe remained at peace, but it has been satisfactory. Doubtless, when the war is finished efforts will be made to provide better instruction for mining engineers in China. There is every reason to believe that the Chinese themselves are anxious to do everything possible to foster the growth of Western learning in their own country. Every one of them who is trained, in whatever branch of study, by English teachers will naturally have sympathies with the country with whose literature they are acquainted. It is only during the last few years that English engineers have fully appreciated the fact that there is a certainty of industrial development of China. They think that the rate of progress will be greatly affected by the education which the Chinese obtain.

It has been said that in England society is divided into three classes, viz., those who change their dress for dinner, those who do not, and those who have no dinner at all. In China there seems to be four classes. They are merchants, officials, farmers and robbers, all of them, have one great object in view—the acquisition of wealth. Another class is being evolved. The leaders will be called Captains of Industry, and they will become very rich. There was an old prophecy in China that as the Ming dynasty came to an end when the temples were restored, so the Ching dynasty would come to an end when the roads were put in order. The Ching dynasty did fall with the opening up of new railroads. As these extend, and as the mines produce their hidden wealth, the robbers and bandits will disappear, and industrialism will make great strides in China. It is comforting to know that there is still a very large country ready to absorb the machinery of all kinds. For as the close of the war Great Britain will be in a position to supply much more than was used up in the old markets.

FAR EASTERN MEN AND THE WAR.

MR. KENNETH BOURNE.

The following news has been received from Sir F. E. A. Bourne, C.M.G., about his son:—"Kenneth has just been over for five days' leave. I have never seen him looking so well. He is I am glad to say, in an excellent billet. He took up with bombing as soon as it started and is now Brigade Bombing Officer in the 75th Brigade. He lives in a house with the Brigadier. He teaches bombing four days a week and inspects and arranges supply of bombs, etc., the rest of his time. We have now an excellent bomb called the Mills e.g., one which, off by accident and killed six men and wounded twenty-three; it exploded four seconds from the time of leaving the hand."

"EXPORTS UP, IMPORTS DOWN."

HOW THE AVERAGE MAN IS AFFECTED.

In piping times of peace few people give a thought to international finance and trade. It is a very difficult subject, one that does not touch the average man in any activity of his life, and he is well content to leave it to the politicians who are supposed to understand such things and the financiers who do.

The average man is wrong. If he had taken a keener interest in national affairs and trusted the politicians less the history of the last fifteen months would have been different. Regarded from another standpoint, the average man is one of the owners of a great business and ought to have sufficient knowledge of the general principles on which it is conducted to be able to check those who manage, or mismanage, it as the case may be.

Once reduce the international financial position created by the war to the terms of an ordinary balance-sheet, and the average man has no need of the assistance of the directors (Cabinet Ministers) to decide how we stand or what we ought to do. Let us get down to the foundations of it. In 1913, the last complete twelve months before the war, the total value of the import and export trade of the United Kingdom was £1,403,555,000.

When statisticians and economists juggle with such prodigious sums, dividing, classifying, and grouping them, working out percentages and curves to prove whatever pet theory they happen to have in view at the moment, we are apt to regard them as figures only, and to forget that official statistics only show the sum total of transactions between individuals. Behind the vague generalities of the economists we can clearly see the dim figures of the British merchant and his customer overseas, and it is merely the total of the personal transactions between these individuals that the economists handle so dexterously. If we can influence the actions of individuals, we can alter those trade statistics. Do they need altering? Let us see.

Of that 1,403 million sterling, 768 millions represented the value of imported goods and only 635 exported goods. That gives us an excess of 768 millions of imports. It is true we are disregarding imports and exports of bullion, but that need not concern us, because before the war we imported more bullion than we exported and during the last five years the difference was only 38 million altogether.

For many, many years there has been an excess of imports over exports, and knowing as we do that foreign trade is always conducted on the basis of exchange, we see at once that there must be other factors than those mentioned that restore the balance. We find them in the interest on our foreign investments, valued at some £4,000,000,000, and in the services rendered by our own shipping on the one side and in the steady increase in our foreign investments on the other.

At 4½ per cent.—a low estimate—the return from foreign investments would be £180,000,000. Shipping probably brings in at least as much, so that our apparent adverse balance is more than wiped out by these invisible exports, as the experts call them, and the margin representing increased investments can safely be set down as part of the national savings in peace time. For many years England has been getting steadily richer.

Perhaps the might have done even better; we will not enter into that now, but that she was doing as well as she did was some excuse for those who believed all was for the best and left it at that. In 1914 came the war, and despite seven months of peace the final returns showed a decrease of exports of 108 million pounds and a decrease of imports of 72 million pounds.

There was nothing very alarming in these figures. There might easily have been an end to all foreign trade on a credit basis as we know it. Fortunately that danger was avoided, and we had reason for congratulation, though there was a weak point that did not yet reveal itself to everybody.

It was this. The British Government was buying enormous quantities of war material for itself and its Allies from foreign countries, and the figures relating to these transactions do not appear in the monthly official trade returns.

Now we come to the present year, and we find that, apart from Government purchases abroad—an enormous item—during the first ten months of this year there has been compared with 1913, which was the last complete year before the war, an increased importation of £22,000,000 and a decreased export of £131,000,000. In other words, our excess of imports for ten months has been £213,000,000.

Probably 25 per cent. of our shipping has been taken up by the Government, but at present rates the remainder is earning far more than the whole mercantile marine earned in normal times.

Still, our figures show quite clearly that the comfortable conditions of pre-war days have gone. No longer do our exports, visible and invisible, balance our imports with a margin to spare for foreign investment.

On the contrary, we have been obliged to sell many of our foreign securities abroad to keep down the rising balance against us, particularly in countries from which we are getting great stores of munitions, and the British Government has been glad to buy foreign bonds held by British subjects and send them back to the U.S.A. for re-investment there to help to pay for the goods we have bought.

The best and simplest way to ease the situation is to increase our exports and to do without many of the things we are now importing.

That is where the average man comes in again. Just now he can render his country magnificent service (1) by not using anything that he can do without that comes from abroad, unless from one of our Allies, and (2) by selling as many goods abroad as he can make or get hold of.—Daily Mail.

INTIMATIONS

LANE, CRAWFORD & Co.

SOLE AGENTS FOR

SPALDING'S ATHLETIC GOODS.

EVERY REQUIREMENT FOR

GOLF.

SPALDING'S "GOLD MEDAL"

CLUBS.

DRIVERS AND BRASSIES

PRICE \$5.50 EACH.

IRONS

PRICE \$4.75 EACH.

R. FORGAN'S CELEBRATED CLUBS.

MADE AT ST. ANDREW'S.

DRIVERS AND BRASSIES

PRICE \$4.50 EACH.

IRONS

PRICE \$4.00 EACH.

TAYLOR'S AUTOGRAPH CLUBS.

ALL MODELS.

PRICE \$3.50 EACH.

LADIES' AND LEFT-HANDED CLUBS,

STOCKED IN ALL MODELS.

GOLF SCORERS, CADDY BAGS, CLOCK GOLF,

GOLF PAINT, TEES, CAPTIVE GOLF, ETC.

JUST ARRIVED: NEW CONSIGNMENT OF

SPALDING'S G. M. TENNIS RACKETS.

LANE, CRAWFORD & CO.

[21]

MILD-COOL-FRAGRANT.

ROSITA

One of the Best Cigars of the East. Made of the finest selected SUMATRA TOBACCO by experienced workmen.

ONE TRIAL makes you a Customer.

TINNED BOXES OF 50 CIGARS \$4.25.

Obtainable at:

THE HONGKONG CIGAR STORE.

A. S. WATSON & CO.

GRAECO-EGYPTIAN TOBACCO STORE.

SHERIFF & BROS., 30, QUEEN'S RD. CENTL.

THE COLONIAL DISPENSARY.

QUEEN'S ROAD CENTRAL.

SOLE IMPORTER:

WILLEM HEYBLOM,

POWELL'S BUILDINGS.

PHONE: 1687,
Hongkong, 30th December, 1915.

[28]

CANTON INSURANCE OFFICE, LTD.

NOTICE.

NOTICE IS HEREBY GIVEN that 10 Shares numbered 2780/2789 in the above Office standing in the name of HO E OAN (deceased) of Canton has been LOST, and should the same not be produced before the 13th January, 1916, a new Scrip Certificate will be issued in favour of the said HO E OAN (deceased) and no transaction taking place under the Old Scrip Certificate will be recognised by the Office.

JARDINE, MATHESON & Co., Ltd.,
General Agents,
Hongkong, 26th December, 1915. [115]

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE No. 318, dated 25th September, 1913, of Fifty Shares Nos. 5311-5360 in this Company, standing in the name of Mr. WEE A KWONG, of Hongkong, has been LOST, and if at the expiration of One Month from the date hereof the above document be not forthcoming another Certificate will be issued by the Company and thereafter no other will be acknowledged. Dated 13th November, 1915.

C. PEMBERTON,
Secretary. [107]

CHINESE CURIOS.

A CHINESE has lately brought from Peking many kinds of CURIOS. The collection is on view at the Mike Lee Boarding House, No. 118, Connaught Road Central, First Floor, and may be seen any day between the hours of 1 p.m. and 4 p.m. All those who are interested in such articles are cordially invited to pay a visit of inspection. Hongkong, 26th December, 1915. [116]

ASAHI BEER

DAI NIPPON BREWERY



CO. TOKIO JAPAN

OBTAINABLE EVERYWHERE.

SOLE AGENTS:

MITSU BUSSAN KAISHA.

HONGKONG.

1061

NEW ADVERTISEMENTS

NOTICE

NOTICE IS HEREBY GIVEN that there are TWO VACANCIES in the Canton Pilotage Service, which will be filled by competitive Examination in accordance with the General Regulations of the Chinese Pilotage Service.

The examination will be held at the Harbour Master's Office, Chinese Maritime Customs, on or about the 10th January, 1916. Applicants, who have duly served an apprenticeship of three months, and who are desirous of sitting for examination, should forward their names and addresses to the Harbour Master's Office not later than January 10th, 1916. A definite date on which they may sit for examination will then be given them.

ARNOLD HOSKIN

Acting Harbour Master.
Harbour Master's Office,
Chinese Maritime Customs,
Canton, 30th December, 1915. [141]

NOTICE

THE 6% INTERNAL LOAN OF THE 3RD YEAR OF THE CHINESE REPUBLIC (1914).

THE PUBLIC ARE HEREBY NOTIFIED that the third payment of interest of the 6% Internal Loan of the 3rd Year of the Chinese Republic (1914) will fall due on the 31st of December of this year. With the exception of the detailed regulations, governing the payment of interest of the said loan, which have been published in the *Government Gazette* and which have been printed for the information of the Public by all the establishments authorised for the payment of interest, the following important points are hereby published for general information:—

1. The date when the payment of interest begins: 31st December, 1915.
2. The organs authorised for the payment of interest:
 - a. All Magistrates' Yamen.
 - b. The Head and Branch Offices of the Bank of China and of the Bank of Communications.
 - c. The reliable agents of the above-mentioned banks.
 - d. All Maritime Customs Offices.
3. The methods for the claiming of interest: The Public when claiming for the interest must cut out the matured coupons and proceed to any of the above-mentioned organs with the said coupons. The said organs after examining the said coupons will then pay the interest and retain the coupons as paid. But the holders of \$1,000 Bonds and of \$10,000 Bonds must not cut out the coupons themselves, as the said Bonds have to be examined first by the organs concerned. The matured coupons can be used as cash in payment of land tax. The interest of the coupons is expressed in term of "big dollar," and if it is required to be converted into taels or copper cash, then the rate of exchange for different districts will be decided and posted in conspicuous places by the various Financial Bureaux concerned. The Public are requested to read over the detailed regulations governing the payment of interest, which are obtainable at all authorised organs above mentioned.

Peking, 24th December, 1915. [142]

G. R.

GOVERNMENT BILLS, ETC.

TENDERS FOR SPECIE and MEXICAN DOLLARS, current in this Colony, for Telegraphic Transfer on the Lards Commissioners of His Majesty's Treasury, London, up to and for the sum of £20,000, will be received by the **TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT**, until 11 a.m. of the 4th Jan'y, 1916.

The Tenders to state the total amount (in Pounds Sterling). No Telegraphic Transfer will be made for less than £100.

The Tenders to be in duplicate, and in sealed covers, addressed to the **TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT**, and endorsed "TENDERS FOR GOVERNMENT BILLS, ETC."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

Persons tendering for (Bills) are hereby notified that having regard to the provisions of the Act 22 George III, Cap. 45, and 41, George III, Cap. 62, the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract thereby made for the allotment of such (Bills).

The provisions in question do not apply to Contracts entered into by an Incorporated Trading Company in the course of its capacity and made for the general benefit of the Company.

R. L. BOURCHIER, Captain, A.P.D.,
Treasury Chest Officer.

His Majesty's Treasury Office,
Hongkong, 3rd January, 1916. [143]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

LOST

THE SHARE CERTIFICATE No. 4209 for Twenty-five Shares numbered 4901 to 4925 inclusive, standing in the Register in the name of FRANK BARRINGTON DEACON, having been LOST, Notice is hereby given that unless the said Certificate be produced at the Office of the Company, 6, Queen's Road Central, Victoria, Hongkong, on or before the Third day of February, 1916, a New Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

MOWBRAY S. NORTHCOTE,
Acting Secretary.
Hongkong, 3rd January, 1916. [144]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED

From CALCUTTA, PENANG AND SINGAPORE.

The Company's Steamship

"KUMSANG" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after Noon the 4th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, 3rd January, 1916. [145]

INTIMATIONS

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

3% FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

PAYMENT of the HALF-YEARLY INTEREST due on 1st January 1916.

will be made on presentation of Coupon No. 7 at any of the undermentioned Banks, viz.:

HONGKONG & SHANGHAI BANK, Ltd.
ING CORPORAION,
CHARTERED BANK OF INDIA,
AUSTRALIA & CHINA,
RUSSO-ASIATIC BANK,
BANQUE DE L'INDO-CHINE,
YOKOHAMA SPECIE BANK, Ltd.
BANQUE BELGE POUR L'ETRA-
GER.

The Interest less Income Tax at 3s. and 6d. in the £, will be—

On £20 Bonds, 2 s. d.
Per Coupon (Gross) 12 0 0
Less Tax at 3/6d. in the £ 2 11/6

Net amount payable 9 10 4/6

On £100 Bonds, 2 s. d.
Per Coupon (Gross) 12 0 0
Less Tax at 3/6d. in the £ 2 11/6

Net amount payable 9 10 4/6

Payment will be made in Taels at the Demand

Buying rate of exchange of the day the Coupon is presented.

By Order, THE KAILAN MINING ADMINISTRATION, W. S. NATHAN, General Manager.

Hongkong, 1st January, 1916. [130]

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

SIX PER CENT FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

THIRD DRAWING.

NOTICE IS HEREBY GIVEN that in conformity with the conditions endorsed upon the Debentures, the undermentioned numbers of Debentures of the total value of £24,000 were drawn on the Third day of November, 1915, at the Office of the Company, No. 22, Austin Friars, in the City of London, in the presence of WALTER FITZJAMES TURNER, Esq., Secretary of the Company, and JOHN WILLIAM PETER JAUHALDE, Esq., of 7/8 Great Winchester Street, London, E.C., Notary Public.

The said Debentures will be paid off at par on the 31st December, 1916, at either of the following places:—

In London:—At the Transfer Office of the Company, No. 5, London Wall Buildings, E.C.

In China:—At the General Office of the Company, Tientsin.

6 BONDS OF £500 EACH, NUMBERED:—

40 55 106 154 197 191

70 BONDS OF £100 EACH, NUMBERED:—

301 319 377 534 637 684

724 772 782 915 1025 1036

1054 1089 1119 1122 1144 1167

1380 1395 1410 1476 1477 1569

1560 1584 1578 1795 1855 1927

1925 1929 1988 2012 2029 2065

2091 2202 2237 2258 2331 2443

2452 2514 2573 2767 2890 2913

2927 2998 3007 3112 3125 3162

3155 3139 3174 3230 3242 3267

3285 3292 3302 3329 3338 3449

3500 3551 3634 3738

700 BONDS OF £20 EACH, NUMBERED:—

3778 3790 3840 4201 4210 4212

4227 4272 4320 4360 4409 4413

4477 4494 4713 4732 4778 4836

4915 4958 4977 4992 5016 5052

5056 5124 5165 5212 5285 5304

5324 5339 5374 5403 5560 5662

5681 5693 5705 5720 5796 5797

5869 5927 5938 5955 6005 6100

6143 6176 6220 6274 6404 6467

6620 6633 6719 6765 6787 6821

6877 7133 7189 7295 7356 7468

7517 7529 7530 7567 7567 7644

7667 7691 7718 7752 7761 7788

7901 7943 8040 8125 8163 8250

8313 8337 8339 8368 8369 8468

8559 8584 8673 8701 8734 8773

8861 8906 8978 8980 8987 9000

9035 9095 9105 9171 9218 9260

9339 9357 9378 9395 9430 9492

9510 9534 9704 9742 9806 9952

9959 10001 10106 10117 10272 10499

10503 10631 10649 10762 10764 10843

10858 10915 10943 10976 11018 11067

11065 11097 11209 11234 11262 11265

11317 11366 11386 11415 11468 11525

11625 11636 11651 11700 11762 11829

11842 11912 11934 11942 12277 12302

12332 12334 12413 12436 12549 12585

12587 12631 12665 12677 12705 12714

12765 12775 12778 12806 12810 12822

12856 12879 12880 12929 13048 13066

13068 13098 13095 13110 13203 13216

13245 13271 13321 13362 13382 13543

13973 13991 13993 14007 14043 14061

14156 14234 14372 14415 14480 14491

14504 14601 14637 14691 14738 14778

14780 14820 14830 14849 14873 14960

14978 15025 15091 15110 15146 15155

15178 15184 15204 15215 15221 15295

15475 15527 15544 15578 15645 15758

15802 15832 15839 15928 16304 16322

16351 16364 16377 16392 16418 16439

16496 16566 16587 16625 16641 16719

16742 16776 16868 16878 16979 17173

17340 17310 17345 17416 17468 17506

17523 17525 17548 17564 17600 17602

17738 17776 17818 17824 17878 17941

18023 18030 18061 18100 18126 18170

18258 18261 18268 18362 18374 18462

18657 18655 18787 18817 18868 18873

18853 18904 18975 19103 19120 19123

19127 19125 19135 19237 19237 19237

19475 19510 19525 19715 19763 19804

19813 19886 19894 19907 19989 20085

20165 20185 20188 20253 20292 20358

20389 20418 20531 20543 20546 20554

20669 20693 20699 20914 20925 21040

21078 21081 21128 21160 21165 21200

21210 21211 21223 21263 21265 21273

21402 21427 21451 21480 21484 21514

INTIMATION

NATURES HAIR

WARNINGS.

Nature never strikes without warning.

But people as a rule put off.

It is when the pillow shows the

truant hairs in the morning: when

dandruff and seurf sprinkle the hair,

when it is dry and brittle—that it

is time to commence AT ONCE

using

WATSON'S

RESORCIN HAIR

WASH.

Prepared only by

A. S. WATSON

& CO., LTD.

HONGKONG DISPENSARY.

BIRTH.

STEWART.—At Victoria Nursing Home, Shanghai, on December 27th, to Mr. and Mrs. A. J. STEWART, a son.

MARRIAGES.

MORGAN-KUPFER.—At H. B. M. Consulate, Kiangsi, and afterwards at the William Nass College Chapel, on December 18th, JOHN HENRY, second son of the late JOSEPH MORGAN and Mrs. MORGAN, third daughter of Dr. and Mrs. C. KUPFER, of Kiangsi.

WETHERSTONE-MELVILLE.—LAMIE.—At St. George's, Kent, on November 21st, Second Lieutenant W. WETHERSTONE-MELVILLE, Royal Field Artillery, to CONSTANCE JESSIE WALTON LAMIE.

DEATH.

TAMLIN.—At Amoy, China, on the 2nd January, LEWIS HENRY TAMLIN, aged 68 years.

Hongkong Office: 101, Des Voeux Road, O. London Office: 121, Fleet Street, E.C.

The Daily Press.

HONGKONG, THURSDAY 1916.

COMPULSORY ENLISTMENT.

The latest news from Home encourages the belief that the introduction of Compulsory National Service will not be productive of the serious discussion which was feared. A week ago it was announced that the members of the Government were widely divided on the subject and that an appeal to the electors appeared inevitable. Obviously, anything in the nature of a general election would be unfortunate at the present juncture, when it is not merely desirable to show an absolutely united front to the world but necessary, also, to concentrate the whole energies of the nation on the serious business of winning the war. These considerations weighed heavily, no doubt, with those members of the Cabinet who still cling affectionately to the voluntary system, which has served us so well hitherto, and induced them, however reluctantly, to relinquish their personal predilections. It is certainly a matter for regret that the disinclination of some sections of the community to undertake their obvious duty should have deprived the Empire of the opportunity of being able to point with pride to the fact that the free-will offerings of its sons enabled it to perform its full share of the task of liberating Europe from the menace

of the Prussian jack-boot. Therefore, while it is not possible to feel any sympathy with those who will be the first to feel the effects of the new legislation that is about to be introduced into Parliament, it is not difficult to understand the attitude of those members of the Government who were anxious that a further trial should be given to Lord Dunsy's scheme. Mr. LLOYD GEORGE, we are told, strenuously opposed the adoption of this course on the ground that it would involve delay, and his insistence upon the need for immediate action largely influenced his colleagues. As Minister of Munitions Mr. LLOYD GEORGE is, of course, in a position to speak with peculiar authority on this matter, and as the champion of the masses he would be most unlikely to urge drastic measures unless he were fully convinced of the necessity for them. We may, therefore, assume that the statement made by the *Westminster Gazette* is correct and that the number of single men who have not attested is much larger than was anticipated. The total, indeed, has been placed at 650,000, though it is contended in some quarters that, when those who are either physically unfit, or engaged in essential industries, or supporting their parents are deducted, this figure will suffer such a considerable shrinkage that to apply conscription will be like using a Naumth hammer to crack a nut. If this were the case, however, we do not believe that the Government would take the course they contemplate. For, although the Prime Minister's pledge to seek compulsory powers if "a sufficient number of young men" not indispensable to business of national importance, did not volunteer was capable of a rather elastic interpretation, its meaning has since been placed beyond all doubt in correspondence which has passed between Mr. ASQUITH and Lord DUNSLEY. In this the expression "A sufficient number of young men" was defined as "the vast majority of young men."

Moreover, provision was made for accord special treatment to those who could adduce satisfactory personal reasons for relegation to a later class than they would otherwise be entitled to enter. In these circumstances it cannot fairly be argued that there has been any undue haste to resort to conscription, which is necessary now in order that faith may be kept with the married men, who were invited to attest on the clear understanding that they would not be called upon to serve until the conditions referred to above had been fulfilled.

A mail for Europe via Siberia closes to-day at 3 p.m.

Various articles have been stolen from the residence of Messrs. A. Spiers and W. E. Douglas at 63A, Weichai Road.

A foki of a shop at 58 Bonham Strand, has absconded with \$1,873 given him to pay Messrs. Jardine, Matheson & Co.

The Ching Imperial House has announced that, beginning next year, it will officially adopt the Gregorian Calendar.

Two Chinese approached a Chinese jeweller's shop in the Western district, and one of them smashed a large glass showcase with a stick which he was carrying. They seized jewellery said to be worth nearly \$500, and bolted. A policeman and one of the shop foks chased them, and one of the thieves turned round at the foki and snatched him severely in the shoulder. Both men were apprehended, however, and were prosecuted by Inspector P. O'Sullivan at the Magistracy yesterday, the case being remanded.

The interment took place in her husband's grave at the old Residents' section of the Protestant Cemetery at Happy Valley last evening of Mrs. Murray Bain, whose body had been brought down from Ningpo. The Rev. V. H. Copley Moyle officiated. There were present Messrs. Horace M. Bain (son), the Hon. Mr. W. Chatham, C.M.G., Messrs. B. A. Hale, F. B. L. Bowler, George P. Lammer, David Wood, R. A. Nicholson, H. Seth. W. A. Donaldson, and others. There were many beautiful floral tributes.

Acknowledging the presentation of an album of Malayan photographs by his friends and admirers in the Chinese community "a memento of his successful solution of the great crisis in the history of the Straits Settlements as Deputy Governor in 1914," the Hon. Mr. R. J. Wilkinson, C.M.G., who has been appointed Governor of Sierra Leone, said that no place could ever be quite so dear to him as Singapore. He began his public service there and it was the first place that he and Mrs. Wilkinson called home.

Considerable excitement prevailed in Macao on Sunday over the election of a representative of the Colony in the Portuguese Senate and in the Chamber of Deputies. The candidates were:—For the Senate—Dr. Goncalves Pereira and Dr. Andrade; and for the Chamber of Deputies—Lieut. Velinho Correia and Dr. Mello Leitao. The first named in each case was successful. Dr. Pereira, who is a Naval surgeon, is in Lisbon, but he is an old resident of Macao and married Miss Nolasco de Silva. Lieut. Correia is at present in Macao.

Two lots of Crown land were offered for sale by auction at the Public Works Department yesterday. The first was Inland lot No. 2183, situated above Kennedy Road, embracing 26,711 square feet. The annual rental is \$184 and the upset price was \$5,342. The lot was sold to Mr. Abdoolrahman at the upset price. The second was Inland lot No. 2154 situated in Robinson Road, comprising an area of about 53,118 square feet, with an annual rental of \$380, the upset price being \$11,023. The lot was sold to Kwang Kwong Yue, 15 Queen's Street, at the upset figure.

The loan agreement between the Yokohama Specie Bank and the Chinese Government of \$3,400,000, for the construction of the railway between Szepingchih and Chongchiang, the length of which is 52 miles, was signed on December 17th, says the *Peking and Tientsin Times*. The agreement is based upon the Tientsin-Pukow line agreement. The negotiations for the construction of the five railways in Manchuria and Mongolia, the privileges for which were given to the Japanese some time ago, have been carried on for some time and it is believed that a satisfactory arrangement is being arrived at between the two Governments.

HEALTH OF HONGKONG.

During the week ending December 31st, one fatal Chinese case of bubonic plague was reported. In the same period there were three Chinese cases of diphtheria, two proving fatal, a fatal Chinese case of enteric fever, and one fatal British case of puerperal fever.

TYPHOON WARNINGS.

The following telegrams have been received by the American Consulate-General from the Manila Observatory:—

THE WAR.

TWO MORE STEAMERS SUNK.

"GLENNGYLE" AND "KENKOKU MARU."

SURVIVORS FROM THE
"PERSIA."

COMMENTS OF THE LONDON PRESS.

IRELAND NOT TO BE EXEMPTED
FROM CONSCRIPTION.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

TWO MORE STEAMERS SUNK.

BRITISH AND JAPANESE.

LONDON, January 3rd.

The British steamer *Glengyle*, 9,000 tons and the Japanese steamer *Kenkoku Maru*, 2,000 tons, have been sunk, probably by the same submarine which sank the *Persia*. It is reported that there are about 100 survivors from the *Glengyle* which was on its way from Vladivostok to London.

THE LOSS OF THE "PERSIA."

TOTAL OF PASSENGERS AND
CREW SAVED.

CAIRO, January 3rd.

The Chief Officer, the Second Officer, seven engineers, twenty-seven seamen, sixty-three launders and fifty-nine passengers have been saved.

SAD SCENES IN LONDON.

The underwriters of the *Persia* will probably have to face a considerable sum. The P. and O. offices in London were besieged by enquirers last evening. There were many men in khaki accompanied by tearful women.

Some spent the night in the waiting-room.

NAMES OF SURVIVORS.

LONDON, January 3rd.

A list of survivors includes the following:—

Messrs. Dickie, W. Tatborne, A. Foy, G. Gifford, C. Grant, Gustadger, L. Hallett, G. Hyman, Heams, Johnson, Knight, S. P. Lawrence, L. Moss, G. Newman, O. Pegg, Russ, E. Soper, H. Solmon, Smith, W. E. Smith, W. L. Smith, Welter Smith, T. Scott, Sharp, and Wellington. Messdames Hutchison, Russ, Smyth, and Shanks.

Misses Cook, Fladgate, Lees, Markwick, Pengaskell.

Majors O'Reilly and Hutchison; Captains Berryman, Nibbs, Lyell, and Nelson; Lieutenants Fisher and Spinney; and Lieut. Gardner.

LONDON, January 3rd.

A further list of survivors gives the names of Lieut. C. W. F. Scott, Lieut. J. Miller, Mrs. Hutchinson and child, Mr. Vishandee Goensaldas Bernanand, Mr. R. Ratnachand Monda Indrasingh, Mr. J. Knubchand and Mr. M. Esardas.

Of the crew there have also been saved Second Officer Wood and Engineers Aves, Ireland, Matthews, Hazelwood and Mallow.

LONDON, January 3rd.

A third list of survivors includes the names of Mrs. Bardone, Mrs. Browne, Mr. Bachmann, Bombardier Curtis, Mr. Cooper, Miss Dorogoz, Mr. L. W. Gascoigne, Mr. George Gifford, Mr. Cepaldas, Mr. A. Greves, Mr. Charles Grant, Miss Guyot, Mr. and Miss Gabour, Mr. M. B. A. Harkness, Mr. and Mrs. Hawick, Mr. J. Jacomo, Miss Markwick, Lieut. Cecil Pegg, and Mrs. Russ, Mrs. M. E. Smith, Mr. H. A. Smyth, Miss E. Smith, Mr. B. Sutler, Mr. Herbert Salmon, Mr. Walter Smith, Mr. Sharp, Miss Isabel Sharp, Mr. Vishandas, Mr. B. Garner and Mr. Ratnachand Indrasingh Parasm.

[THROUGH REUTER'S AGENCY.]

AMERICAN CONSUL DROWNED.

CAIRO, January 3rd.

Mr. McNeely, the American Consul at Aden, was among the drowned of the *Persia*, and of the other Americans, Mr. Grant, and a Vacuum Oil agent of Calcutta have been saved, and the boy Rose had landed at Gibraltar.

WASHINGTON, January 3rd.

The American Consul at Alexandria reports that Mr. McNeely is drowned. He was last seen swimming.

No submarine was seen, but an officer of the *Persia* saw the wake of the torpedo, which struck amidships, and the ship sank in five minutes.

SANK IN FEW MINUTES.

CAIRO, January 3rd.

The *Persia* was torpedoed without warning, and sank in a few minutes.

The torpedo struck the *Persia* amidships, at 1.10 in the afternoon, and the vessel had completely disappeared by 1.15. It was a miracle that anyone was saved. There was no panic, and four boats were launched as promptly as possible. About 180 persons were saved out of 550.

CAPTAIN DROWNED.

The Captain of the *Persia* was drowned. He was last seen swimming after the liner had plunged.

The survivors include ten officers and eight foreigners.

LONDON, January 3rd.

The American financier named Grant has been saved. Up to the present Lord Montagu and Mr. McNeely are missing.

SPLENDID CONDUCT OF PASSENGERS AND CREW.

LONDON, January 3rd.

Colonel the Hon. Clive Bigham has telegraphed that a torpedo struck the ship on the port bow when 40 miles southward of Crete.

The submarine made no attempt to render assistance. It was impossible to lower the starboard boats owing to the heavy list. Five or six boats, however, were lowered on the port side. Colonel Bigham did not see this himself as he was washed overboard when the boat capsized.

The conduct of the passengers and crew was splendid. There was no struggling and no panic.

The four boats, after being 30 hours at sea, were picked up by a warship, and the survivors received the greatest kindness. Search is now being made for the remaining boats in the neighbourhood of the disaster.

COL. BIGHAM'S LUCKY ESCAPE.

CAIRO, January 3rd.

The waves soon swept the deck and hurled the passengers and crew into the water. Colonel Bigham sank but on coming up he bumped his head against a boat and was thus saved.

There is little hope of the two missing boats.

[THROUGH REUTER'S AGENCY.]

COMMENTS OF THE LONDON PRESS.

LONDON, January 3rd.

All the papers express horror and indignation at the latest submarine enormity. The *Times* says even Austrian impudence and cynicism cannot plead that five minutes is time enough to get hundreds into the boats. Repetition of such attacks in particular waters ought not to be possible. We cleared the submarines from our home waters when we took the task seriously in hand. We should be able to baffle them along our chief route to the East as well.

The *Chronicle* says the case of the *Persia* is on all fours with the *Lusitania*. We in this country scarcely need fresh reminders of the barbarity against which we are fighting in order to stiffen our determination to fight it down and out. That the murdered women and children of the *Persia* will be in our minds when the day of reckoning comes there can be no doubt whatever.

The *Morning Post* says such disasters are the consequence of war waged by an enemy who has consistently and cynically violated all the laws of nations and the customs of humanity.

The *Graphic* states that the Germans have added a fresh infamy to the many they have already committed.

The *Telegraph* says louder than ever is proclaimed to all the world that victory for Germany would be a victory of sheer brute force and bloody minded vindictiveness without sense or conscience for anything but the work of imposing a yoke on the neck of mankind. The *Persia* massacre has effected that much and no more. It might have strengthened, if that were possible, the resolution of the Allies to rid Europe of this organised devilry. As things stand it has merely deepened the loathing with which the German name is regarded throughout the civilised world.

The *Daily Mail* remarks that it is fruitless to denounce von Tirpitz and his party as pirates. The object of the nation must be to hit them hard and hurt both them and the people who pride themselves on their infamies. The cowardly sinking of the *Persia* will steel the hearts of Britons and prompt them not to mere denunciation but to action.

The *Daily News*: "In this instance the grief and suffering to which the Atlantic murderers have injured us are shared by our fellow citizens in India. The link forged by sorrow will not be less real or enduring than the link forged by victory."

The *Express* says we Germany has elected to turn Europe into a shambles she must pay to the full the bitter penalty.

FRANCO-BELGIAN FRONT

[THROUGH REUTER'S AGENCY.]

THE ALLIED COMMANDERS

CONFIDENCE IN COMPLETE
DEFEAT OF ENEMY.

LONDON, January 3rd.

General Sir Douglas Haig and General Joffre exchanged the most cordial New Year's greetings. Both expressed their hope and confidence in the complete defeat of the enemy.

"NORMAL ACTIVITY."

LONDON, January 3rd.

An official dispatch says that the enemy this morning sprang a mine in front of our trenches east of Givenchy but did not attempt to occupy the crater.

During the afternoon we exploded three mines at La Boisselles, artillery and trench mortars co-operating.

The artillery also bombarded hostile trenches to the north of Fromelles and east of Ypres. The enemy replied vigorously but did no damage. There is normal activity on the remainder of the front.

GERMAN BARRACKS BOMB- BARDED.

PARIS, January 2nd.

A communiqué states that heavy artillery in Champagne effectively bombarded the German barracks, while a grenade attack at Tahiti was repulsed.

[THROUGH REUTER'S AGENCY.]

JACK TARS VISIT THE TRENCHES.

"A DELIGHTFUL SURPRISE."

LONDON, January 3rd.

A delightful surprise was caused in the trenches by the arrival of a naval party, fifty strong and of various ratings, from the North Sea.

These visits have been inaugurated so that the Fleet may know how the Army is fighting. The idea is an excellent one as "Jack," after a howling night of darkness off the Doggerbank, might fancy "Tommy's" job a soft one. A Petty Officer who had been in two naval engagements, had been occupied in searching for submarines and had been "mined," said he would not change with "Tommy" for the pay of a Port Admiral. "I can tell my mates what is almost past believing," he said.

The Bluejackets disguised in ill-fitting khaki were an amusing sight. A bomb attack was organised against the Germans and the Jack Tars were overjoyed. They hurled their own share of grenades and then watched the soldier with the fullest zest.

Lectures gave the party an idea of the military situation.

HEAVY BOMBARDMENT.

MUCH DAMAGE TO GERMAN
POSITIONS.

PARIS, January 3rd.

A communiqué states:—There was a violent bombardment of the enemy's trenches in the region of the Belgian Dunes, which resulted in heavy damage, causing two conflagrations and exploding two ammunition depots. French artillery also pounded the German trenches in the Argonne and Chevaliers Wood, resulting in the collapse of several block-houses. A violent German artillery bombardment at Hartmannsweilerkopf resulted in a slight withdrawal of the French, but the enemy refrained from an infantry attack.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

THE PRETENDERS.

PETROGRAD, January 2nd.

The Austro-German aim was to capture Tarnopol and Novo Alexine, but when they failed they pretended that the offensive came from the Russians.

RUSSIAN CAPTURES.

PETROGRAD, January 2nd.

A communiqué states that the Russians captured several heights north-eastward of Czernowitz, along with 870 prisoners.

PETROGRAD, January 3rd.

This success is now officially confirmed.

INITIATIVE WITH RUSSIANS. NEW RUSSIAN DISPOSITIONS.

PETROGRAD, January 2nd.

A communiqué states that whatever side began the offensive, and whatever gaps in the events have to be filled up, the slight raising of the curtain on the Volhynian and Galician fighting points to the fact that the initiative on the front of 170 to 180 miles is now Russian. The Russians seem to have become firmly established across the Styria northwards to Chortorysk. An enemy flank attack seven miles south-eastward of Kolly failed to shake the solidarity of the new Russian dispositions at Petrograd. Progress is also reported northward of Olyka, therefore the move is apparently making in the direction of Kovel, along the two railways, Sarny to Kovel and Rovno to Kovel.

THE BALKANS.

[THROUGH REUTER'S AGENCY.]

SERBIAN GOVERNMENT AT SALONIKA.

ATHENS, January 3rd.

The Greek Government has extended a hearty welcome to the exiled King of Serbia.

SALONIKA, January 3rd.

It is understood that the Serbian Government will be established at Salonika similarly to the Belgian Government at Havre.

GENERAL.

[THROUGH REUTER'S AGENCY.]

LABOUR AND WAR.

THE QUESTION OF DILUTION.

LONDON, January 3rd.

The Press Bureau announces that Mr. Asquith addressed a deputation of the Amalgamated Society of Engineers and asserted the absolute necessity for the dilution of skilled labour by semi-skilled and unskilled labour and the imperative necessity for the utmost possible output of Home munitions so as to assist the financial problem ahead, which was most serious. He agreed to an amendment in the Munitions Bill for protecting skilled labourers, provided that labour troubles ceased. Thereupon the deputation consented to actively co-operate in the scheme of dilution.

NEW YEAR'S HONOURS.

LONDON, January 3rd.

The following additions to the New Year's Honours list have been published:—

ST. MICHAEL AND ST. GEORGE.

Commander:—Lieut.-Col. Sir William Watson Cheyne, Professor of Clinical Surgery, King's College, London; and Sir James Porter, Hon. Physician to the King since 1909.

THE ORDER OF THE BATH.

Grand Cross (G.C.B.):—Rt. Hon. Sir George H. Reid, High Commissioner for Australia.

Knight Commander (K.C.B.):—Col. H. C. L. Holden, late head of the Royal Gun and Carriage Factories at Woolwich.

Companions (C.B.):—All these were taken from the Army List, and included J. W. Carson, F. R. Carleton, D. G. Gwatkin, C. P. Martel, J. M. Walter, L. C. Tufnell, C. E. Phipps, C. O. Shipley, F. Errington and H. R. Mends. The list also includes a large number of Naval officers.

GERMAN BOMBS.

AND A GREEK PROTEST.

ATHENS, January 2nd.

Greece has protested to Germany against a Taube dropping a bomb on Greek territory, killing a shepherd.

ENEMY TRADING.

NEW FOREIGN TRADE DEPART-
MENT ESTABLISHED.

LONDON, January 2nd.

The Foreign Trade Department of the Foreign Office, which has been established as a new Department in order to carry out the Government's policy against trading with the enemy, requests the active co-operation of business men.

Mr. Worthington Evans, M.P., has been appointed Controller.

INTERCESSION SERVICES.

BISHOP OF LONDON AND THE WAR.

LONDON, January 2nd.

Crowded intercession services were held by all denominations throughout the country to-day, and muffled bells emphasised the sense of loss felt regarding the gallant dead.

The Bishop of London preached at St. Paul's Cathedral, where the service was most impressive. He referred to the ghastly crimes in Armenia and to the torpedoing of the *Persia*. He urged the need for British preparedness and efficiency, recalling the warnings uttered by St. Paul's. His Lordship concluded by saying that after the day of victory Britain must be worthy of a great place in the world.

FURTHER CALL FOR RECRUITS.

LONDON, January 2nd.

It is expected that the Proclamation calling out the second set of four groups under Lord Derby's scheme will be issued next week.

MR. LLOYD GEORGE'S SOLDIER SON.

LONDON, January 2nd.

Mr. Lloyd George's son Richard has been gazetted a Temporary Major.

SIR JOHN SIMON RESIGNS.

LONDON, January 3rd.

The *Chronicle* announces that Sir John Simon has resigned.

RE-OPENING OF PANAMA CANAL.

LONDON, January 3rd.

Lloyds announce that there are excellent prospects of the re-opening of the Panama Canal about the end of January.

CONSCRIPTION.

IRELAND NOT TO BE EXEMPTED.

LONDON, January 3rd.

It is reported that Ireland is not to be exempted from the Conscription Bill.

THE WAR AFTER THE WAR.

THINGS TO BE FEARED AND
FACED.

[BY SYDNEY SMITH.]

I know my Germany and don't love her. Three years I lived there, I worked there.

Providence made an engineer of me, but the Germans called me their Chief Konstruktor in the factory I was there in—as they themselves might say.

Assume we wreck them in war—we must—we will—I, who lived there and know my Germans, am perfectly confident we can and shall; but what about it? The struggle will then begin—or shall I say re-begin? Germany is greater as a commercial nation and better organised for production and commerce than ever she is or was for war, and even the blindest and most wooden-headed of our leaders know now something of her war organisation capabilities.

Listen to this. In a German factory—a motor-car factory—to be precise—the German metal-urgique in Berlin we had a splendid works, entirely modern filled with the latest tools money could buy or our banks' credit could get for us.

Sanitary arrangements and comfort of the employees practically perfect—floor space everywhere sufficient, cleanliness, method, and orderliness supreme, nothing going about that was not actually in work, no chaos, dirt, or rubbish anywhere. Stores well kept, everything in place, and stock recorded.

Everything was manufactured, not made.

How was this all brought about in a few short months? Here is the sequence. The banks sometimes found the money and a ways the credit. This or these enabled the best machines to be installed as and when desired. The banks' representatives on the board really helped the technical men, so our banks intelligently help our technicals and factories like this!

Now the technical men—what of them? Really perhaps the best way to describe them is to say they are "commercial men," or more commercial than ours. They are certainly not superior as engineers, and are instructed rather than educated, but—and here the rub—they really pleasure and rejoice to make something to sell, and they have absorbed the fact that to do this they must always be striving to become cheaper and better in their productions. Enthusiasm in this direction—and they certainly have it—means commercial success.

Contrast our technical people. The really enthusiastic ones are splendid as engineers, but so seldom commercial—too seldom.

It is absorbing interest in the manufacture of countless things for ninepence that have to be sold for a shilling—that really matters—at least this is the German view, and this is a trouble we must meet and face. The annoying part is—Germanies are astonishingly pleased to stick it at the dryest and most unexciting detail until they have done all they can do for the money.

Now the men—the mechanics—what of them? What can they do in this coming post-war struggle? Perhaps a little story, which has the advantage of being true, will demonstrate how they are dangerous. A number of straps for holding magnets in place on the engines were required. They cost to produce about one shilling. A day or so after the order had been placed I was asked to look at a strap one of the mechanics had made. This held the magnets just as securely, was operated in the same manner, had practically the same appearance, and, again comes the rub, the man could produce this in about a tenth of the time.

Please do not argue that the first strap was a jolly bad one; if you like, I will agree to that. The point is, this man, the mechanic, had diligently sought to decrease the time taken on his own job and hence was available for other work sooner.

This was not an isolated case, but an everyday occurrence due to their attitude of mind.

WHAT THE WORKMEN THINK. Now, my brother and colleague, British workman, how are you going to meet this attitude of mind in the coming struggle except by copying it?

Certainly not by restricted outputs, want of interest, and clock-watching. I do not say there are no clock-watchers in Germany, but I do say the workmen as a whole realise that when they produce things cheaply and quickly their employers can and do undersell other nations and get the trade, and believe me these men took home good wages every week; and, what is more, did take them home.

Most of the men were on piecework, but it pleased them to see costs cut down as the result of improved design or method of manufacture. Indeed, they assisted to do this in every possible way. There were no poor people in Germany as we understand "poor." They worked wisely and well with the object of helping to make things by hook or crook for ninepence to sell at a shilling, and when the production price by constant and united striving could be honestly brought down to sixpence, a vein of satisfaction ran through the whole edifice from workman upwards to the director.

These are a few of the things to be feared and feared after the war, when the real war will begin and the interesting point determined whether we are to retain the premier position or play second fiddle to an obviously inferior but very industrious and wisely organised race. I say obviously inferior, and I believe anyone who has really lived his life among them will agree that man for man they are grossly inferior in engineering and, indeed, everything except perhaps music and beer-drinking, where we must cry "content" to second place; but even in the all-important question of beer-drinking the beer is good, quite harmless, cheap, and practically non-intoxicating—even when consumed in Germanic (or large) quantities.

Our King has said, "Wake up, England!" Surely we might with advantage prepare for the war to come after the war. *Daily Mail.*

NOW IN PREPARATION.

THE DIRECTORY
AND CHRONICLE
1916.FOR CHINA, JAPAN, COREA, INDO-
CHINA, SIAM, STRAITS SETTLE-
MENTS, MALAY STATES,
NETHERLANDS INDIA, PHILIP-
PINES, BORNEO, ETC.

FIFTY-FOURTH ANNUAL ISSUE.

The Compiler invites the European residents in the Far East who appreciate the advantage of having at their disposal a thoroughly complete and trustworthy work of reference to cooperate with them by returning promptly the forms sent out for revision, and by furnishing, also, the names of any European firms which have recently been established in their midst or any that have ceased to exist.

Those advertisers, also, who have not yet sent in their revised announcements for the 1916 issue of the volume are asked to do so without further delay.

In this way the usefulness of the "Directory and Chronicle" will be increased and its early issue facilitated.

The Directories and Descriptions are of:—

CHINA.		
Peking.	Soochow.	Canton.
Tientsin.	Chinkiang.	Whampoa.
Peitaiho.	Nanking.	Kowloon.
Chinwangtao.	Wuhu.	Lappa.
Taku.	Kewkiang.	Sanshui.
Antung.	Hankow.	Kongmoon.
Manchurian.	Yochow.	Nanning.
Trade C'tres.	Shansi.	Wuchowfu.
Newchwang.	Ichang.	Kwangchowwan.
Dairen.	Chungking.	Pakhoi.
Port Arthur.	Hankow.	Hohow.
Chefoo.	Ningpo.	Lungchow.
Weihaiwei.	Wanchow.	Mingtao.
Tsinanfu.	Santu.	Hokow.
Munchon.	Foochow.	Szemo.
Shanghai.	Amoy.	Tengyueh.
Swtow.		

JAPAN AND FORMOSA.

Tokyo.	Osaka.	Koolung.
Yokohama.	Moji.	Tainanfu.
Hyogo.	Nagasaki.	Takow.
Kobe.	Hakodate.	Anping.
Shimonoseki.	Tamsui.	

EASTERN SIBERIA.

Vladivostok.		
Seoul.	Wonsan.	Mokpo.
Chennampo.	Fusan.	Chinnampo.
Kunsan.	Pingyang.	Songghin.

HONGKONG AND ITS DEPENDENCIES, MACAO.

FARHER IND-CHINA.		
Manoi.	Andam.	Tourane.
Maiphong.	Luio.	Saigon.
Jonkin Province.	Quinhon.	Cambridge.

PHILIPPINES.

Manila.	Iloilo.	Cebu.
	Borneo.	
	Labuan.	
	British North Borneo.	

MALAY STATES.

Perak.	Selangor.	Pahang.
Negri Sembilan.	Johore.	Kedah.
Kelantan.	Trengganu.	Perlis.
Singapore, Penang, Malacca, Prov. Wellesley.		

STRAITS SETTLEMENTS.

NETHERLANDS INDIA.		
Batavia.	Samarang.	Padang.
Buitenzorg.	Sourabaya.	Macassar.
	East Coast of Sumatra.	

NAVAL SQUADRONS.

British.	Japanese.	United States.
French.	Siamese.	Italian.

OFFICERS OF COAST AND RIVER STEAMERS.

The Book is printed from New Type specially reserved for the purpose, and uniformly in every arrangement greatly facilitates reference.

Besides the usual Alphabetical List of Firms the Directory gives the CLASSIFIED LIST OF TRADES AND PROFESSIONS as the larger Commercial Centres.

The ALPHABETICAL LIST OF RESIDENTS of the last half century in the Far East contains the names of over 30,000 FOREIGNERS.

Arranged, with the initials as well as the Surnames, in strictly Alphabetical Order, so that any name can be found instantly.

THE MAPS AND PLANS.

of the principal ports in the Far East have been engraved by one of the most eminent Firms in Great Britain and are annually corrected and brought up to date.

The CHRONICLE covers the notable events together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia, the various Customs Tariffs, Trade Regulations, Chambers of Commerce, Scales of Commission, Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money, Weights and Measures and other Commercial Information. The CHRONICLE and DIRECTORY, though condensed in every possible manner, bring every year more pages.

WAPIER
JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
**BEWARE OF
IMITATIONS**
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.

TERRIBLE TORTURE
WITH ECZEMA

Leg Broke Out in Raw Patch. Caused
Terrible Pain. Itched Terribly Dur-
ing Sleep. Spread Rapidly. Cuti-
cure Soap and Ointment Healed.

93, Anson Rd., Walhamstead, Essex, Eng.—"The complaint was one of the types of eczema. It started by a small pimple which fastened, then broke and spread to the size of a penny. The back of my leg broke out into a raw patch and on getting dry would leave painful cracks which caused terrible pain while waiting and used to itch terribly during my sleep. I used to scratch and wake up with it terribly raw. It began to spread more rapidly and I suffered terrible torture. I would constantly scratch it while walking; it was as if red hot irons were burning the flesh."

Although Cuticura Soap and Ointment are sold by druggists and dealers throughout the world, a liberal sample of each with 32-p. Skin Book will be sent free upon request. Address: Post-card, P. No. 10, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

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THE NEW COMMANDER-
IN-CHIEF.AN APPRECIATION OF SIR
DOUGLAS HAIG.

The following interesting article appeared in the Home papers immediately after the publication of Field Marshal Sir John French's despatches on the battle of Neuve Chapelle:

When the war began in August, it is safe to say that few people in England knew anything about Sir Douglas Haig. As a rule we pay little attention to our military or naval leaders until their existence is forced upon us, and outside the circle of experts and their own friends they enjoy an anonymity as perfect in its way as the publicity enjoyed by the politician. Sir John Jellicoe was known to students of naval warfare all over Europe; but how many of the general British public had ever heard about him? Yet to-day his name is a household word. Something similar is happening in the case of Sir Douglas Haig. When he went out to command one of the two Army Corps which made up Sir John French's small and gallant Army in August, he was hardly known at all. Nor did he have much of him in the retreat, because in a retreat the post of glory is that of the rear-guard, and the great rear-guard action was fought by the other Army Corps, under Sir Horace Smith-Dorrien. It was not until the battle of the Aisne that his name began to be known. In his despatch dated October 8th, Sir John French specially selected Sir Douglas Haig for particular mention. On September 14th, when the first footing had been gained on the north bank of the Aisne, Sir John French wrote as follows:—

"The action of the First Corps on this day, under the direction and command of Sir Douglas Haig, was of so skilful, bold, and decisive a character that he gained positions which alone have enabled me to maintain my position for more than three weeks of very severe fighting on the north bank of the river."

Later, in the same despatch, after he had described how an advanced and commanding position had been seized and held, General French wrote: "I cannot speak too highly of the valuable services rendered by Sir Douglas Haig and the Army Corps under his command."

A LEADER OF GREAT ABILITY.

General Haig had proved himself bold, skilful, and resolute as the leader of an advance. He was to prove himself a few weeks later to possess to the full that tenacity in defence which he had already shown in repelling the German counter-attacks on the Aisne. In October the British forces were moved from the neighbourhood of Soissons to the line from Ypres to La Bassée, and the centre of what has been described as the greatest battle in English history—the three weeks' battle for the defence of Ypres—was in Sir Douglas Haig's hands. "Through-out this trying period," wrote Sir John French, "Sir Douglas Haig, aided by his divisional commanders and brigade commanders, held the line with marvellous tenacity and undaunted courage. Words fail me to express the admiration I feel for their conduct, or any sense of the incalculable services they have rendered."

Sir John's despatch tells the same tale: "The energy and vigour with which General Sir Douglas Haig handled his command shows him to be a leader of great ability and power." The British Army on the Continent has fought strenuously and without intermission for eight months, but its three brightest achievements are attributed by the Commander-in-Chief himself, so far as leadership is concerned, to one man. The Aisne, Ypres, Neuve Chapelle, these are claps which Sir Douglas Haig will wear more proudly on his medal ribbon than any man in his force.

Although the public have known so little about him, Sir Douglas Haig has, of course, been very much in the eye of the Army for a long time. Sir John French knows him well, for they took their first big course of practical military education together. Major Haig, as he then was, was Chief of Staff to Colonel French in that brilliant series of minor operations round Colchester which prepared the way for Lord Roberts' advance, and when that advance began he was closely associated with the present Commander-in-Chief in the work of the Cavalry Division. He has had experience at the War Office, where he has been Director of Military Training, and in India, where he was Chief of the General Staff to Lord Kitchener's successor. For the last two years before the war he commanded those divisions concentrated at Aldershot which, under Lord Haldane's scheme, were known as the "striking force," that is to say, a force always mobilised and always ready at a few hours' notice to go abroad.

A THREE-FOLD TRIUMPH.

In recent manoeuvres it had become the custom to give him the command of one of the opposing sides, and he used generally to be pitted against the late General Grierson in these mimic battles. It would be hard to find two men more different in training and temperament. On the one side, Grierson, who had been from his earliest day a student of warfare rather than a fighting man, and who was always held in bondage to a staff appointment; on the other side, Haig, who had spent his active military life as a regimental officer or brigadier, and had only for a year or two the time or opportunity to turn from the actual handling of men close beside him to the larger problems of handling troops in a body on the map. Both were Scotsmen, Grierson of humbler parentage than Haig, but Haig had remained almost undecorated and unknown, while on State occasions Grierson blazed with orders and ribbons from every sovereign and every army in Europe. They never got the chance of fighting together for the common object of their professional life, for Grierson died (as his friends say, out-

ONLY WAY THROUGH
WESTERN MAZE.

LESSONS OF CHAMPAGNE.

The New York United Press publishes the following article from its Paris correspondent, Mr. William Philip Simms, who had on November 14 just returned from a tour of the Champagne battlefield:—

"Can the two armies now face-to-face along the western front, either of them French or German, produce a knock-out punch? No doubt the punch is possible, but the more one sees of the present fighting line the more is he impressed with the extreme difficulties of the thing. But there is not an officer or man out here who is not firmly convinced that the day is coming, sooner or later, when the Allies will smash their way through the German lines to the open country beyond."

The Champagne drive bears witness that the blow will necessarily be one of the mightiest wallops that ever set the globe a-tremble. Some months ago a general re-arguing that the effort will be worth the German line any time we want to, but the effort would be costly, and we must make sure that the effort will be worth the re-arguing. The French have just broken the enemy's line. They have reached the German reserve lines. The advance was a prodigy of valour after a miracle of preparation, and a gain fifteen miles long by nearly three miles broad was scored. And it was worth the price, not because it will materially affect the ultimate end of the war, but because it proved that the task ahead of the Allies is not hopeless.

MILLION MEN ENGAGED.

The battle of Champagne was the very first to be fought under the conditions essentially peculiar to this war—a war of perfected trenches. Until November of last year, the fighting was in the open, and as soon as the armies had dug themselves in the fighting was largely trench to trench, grenade throwing, trench mortar, bomb firing, with an occasional bayonet charge and the capture of a small section of a trench. The Champagne battle was the first great battle after both sides had turned their positions into veritable forts. It will go down in history as one of the world's greatest. It is estimated that more than a million men were engaged, and that the Germans lost in killed, wounded, and prisoners more than three times what Napoleon lost at Waterloo.

A lesson to be drawn from this fight is that herculean efforts are necessary if either side is to make any considerable advance. The corollary of this, any French officer will tell you, is that the Germans, with a Russian front, and a Balkan front to maintain, in addition to their western front, will never be able to produce the concentrated punch necessary for victory.

From Paris to the fighting front there is series after series of perfected trenches. In order to advance the Germans would have to storm these trenches one by one, and their capture would be possible only after a cyclonic downpour of high explosives. But, it is pointed out, such an enormous quantity of shells would be necessary for these successive storms that Germany's entire output would be taxed to supply this front alone. And, obviously, she has other fronts to feed.

THE ANTIDOTES.

For all this there is but one antidote, and the French know the secret well. It is a terrific cannonade with high explosives, a cannonade which literally turns the whole fighting front for miles in both directions and miles back of the first line into a shambles, a desert from which nothing can escape. The guns must mow down entire forests, level trenches, blow the turrets out of the ground, smash the barbed wire entanglements. This the French did in Champagne. They made a good job of it. For three days they rained a million shells a day or more into this one area. The effective fire of their field pieces is about four and a half miles, and for four and a half miles, or thereabouts, they made it so hot for the Germans that a German officer declared they were helpless under the rain of steel, and there was nothing left for them to do but to crouch under the crumbling shelters and wait for death.

Like the French, the German have many reserve lines of trenches, but the French consider that they have at least taken the Germans' measure now, and that to advance they have only to repeat the Champagne dose. This, they admit, takes time. On the other hand, they say they have time and the Germans have not; also they can concentrate their efforts, while the Germans are compelled to spread theirs over wide areas.

of pure exaltation and happiness) a few days before the British Army went into action.

Sir Douglas Haig has carried on his old opponent's and friend's tradition, as well as his own. There comes a point in every general's career, perhaps when he gets a division, perhaps not until he gets his corps, at which the problems with which he has to deal alter not merely in degree, but in kind. Sir John French passed that point brilliantly in South Africa; Lord Roberts passed it also perhaps at the same time. On the other hand, there have been generals like Sir Redvers Buller who never passed it at all, and remained magnificent brigadiers, but ineffective in the control of larger forces. The significance of Sir Douglas Haig's three-fold triumph in France and Flanders is that he has proved himself to have made this fearful step with brilliant success. Before the war he had never commanded in action anything larger than a regiment; in manoeuvres never anything larger than a division. At the Aisne he commanded a corps, and now he commands an army, and as his responsibilities increase so do his praises grow.

TWO RUSSIAN PRISONERS.
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SHIPPING

ARRIVALS.

ANNA, Norwegian str., 1,617, Arutzen, 3rd January—Bangkok 28th December, Rice—Thorson & Co.
 CASTLEFIELD, British str., from Canton, 3rd January.
 HALDIE, Norwegian str., 1,085, A. Sween, 2nd January—Nagasaki Bay 30th December, Salt, Java-China-Japan Lijn.
 HYSON, British str., 4,922, G. Moir, 31st December—Singapore 25th December, General—Butterfield & Swire.
 JINJU MARU, Japanese str., 1,095, Yatsu, 2nd January—Chingwantao 25th December, Coal—Dodwell & Co.
 KANNA, British str., 1,047, George McRuxton, 1st January—Singapore 23rd December—Order.
 KWANGLEE, Chinese str., 1,422, J. MacArthur, 2nd January—Shanghai 30th December, General—Chinese.
 KUTSANG, British str., 4,885, B. O. D. Bradley, 3rd January—Singapore 19th December, General—Jardine, Matheson & Co.
 KAWACHI MARU, Japanese str., 3,734, Kurosaki, 3rd January—Singapore 27th December, General—Nippon Yusen Kaisha.
 KIANGPING, Chinese str., 1,222, H. Unden, 2nd January—Chingwantao 25th December, Coal—Dodwell & Co.
 LOKSANG, British str., 997, D. W. Ritchie, 2nd January—Haiphong 1st January, Rice—Order.
 NINGPO, British str., 1,323, Culloch, 1st January—Swatow 31st December—Butterfield & Swire.
 OLEG, Russian str., 1,376, P. Mender, 2nd January—Kinchon 30th December, Rice and General—Order.
 PELUS, British str., 4,800, H. Nicholas, 3rd January—Shanghai 31st December, General—Butterfield & Swire.
 SHANTUNG, British str., 1,889, Meathrel, 2nd January—Shanghai 30th December, General—Butterfield & Swire.
 TOYOTA MARU, Japanese str., 1,428, Shimizu, 3rd January—Wakamatsu 28th December, Coal—Mitsui Bussan Kaisha.
 YOHOW, British str., 1,206, Somme, 31st December—Swatow 30th December—Butterfield & Swire.
 YINGCHOW, British str., from Canton, 3rd January.
 YUENANG, British str., 1,123, W. M. Meney, 3rd January—Manila 31st December, General—Jardine, Matheson & Co.

DEPARTURES.

ALBANA, British str., for Canton.
 CHUYEN, Chinese str., for Canton.
 CHUYEN, British str., for Swatow.
 KWANGLEE, Chinese str., for Canton.
 PELUS, British str., for Singapore, noon.

VESSELS ON THE BERTH

THE BANK LINE LTD.

FOR MOJI, KOBE AND YOKOHAMA.

THE Steamship, "SALAMIS," 4,609 tons, Captain D. A. Gardiner, will be despatched as above on SATURDAY, 8th January.
 For Freight or passage apply to THE BANK LINE LTD., General Agents, Hongkong, 29th December, 1915. [17]

THE AMERICAN AND MANCHURIAN LINE.

(ELLERMAN AND BUCKNALL STEAMSHIP CO., LTD.)

FOR BOSTON AND NEW YORK VIA CAPE OF GOOD HOPE. (With Liberty to call at the Malabar Coast).

THE Steamship

"KATHLANBA," 6,382 tons, will be despatched as above on MONDAY, 10th January, 1916.
 For Freight and further particulars apply to THE BANK LINE, LTD., Agents, Hongkong, 29th December, 1915. [108]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

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THE Steamship

"NOVARA," Captain H. B. Hetherington, R.N., carrying His Majesty's Mails, will be despatched from this port on or about FRIDAY, the 14th January, 1916, taking Passengers and Cargo for the above Ports, in connection with the C.A. "ARABIA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed by Bombay and transhipped to the "KATISAR-HIND," due in London about the 26th Feb., 1916.
 Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to S. V. D. PARE, For Superintendent, Hongkong, 1st January, 1916. [3]

HONGKONG—NEW YORK.

FOR NEW YORK VIA SUZUKI OR CAPE OF GOOD HOPE.
 S.S. "KEIKOON CASTLE," On or about the 29th January.
 S.S. "EGREMONT CASTLE," about middle of February.
 For Freight and further information, apply to DODWELL & Co., Ltd., Agents, Hongkong, 3rd January, 1916.

VESSELS ADVERTISED AS LOADING

maintain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Bluff Point. 3. From Bluff Point to Naval Yard. 4. From Naval Yard to East Point.

ORIGIN	VESSEL'S NAME	FLAG & REG.	DATE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	NOVARA	Brit. str.	5th Jan.	H. B. Hetherington, R.N.	P. & O. S. N. Co.	On 14th inst. at 3 P.M.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	KANSA	Brit. str.	5th Jan.	F. H. S. Stone	THE BANK LINE, LIMITED	On 15th Feb.
LONDON & BOMBAY VIA USUAL PORTS OF CALL.	KASHIMIR	Brit. str.	5th Jan.	S. Wada	P. & O. S. N. Co.	About 26th inst.
MARSHALLS VIA PORTS.	MIRANDA MARU	Jap. str.	5th Jan.	K. Asakawa	MESSAGIERIE MARITIME	On 11th inst. at Noon.
VICTORIA & TACOMA VIA MANILA, NAGASAKI, & YOKOHAMA.	AKROS	Jap. str.	5th Jan.	K. Asakawa	OSAKA SHOSHUN KAISHA	To-day at 3 P.M.
VICTORIA & TACOMA VIA MANILA, NAGASAKI, & YOKOHAMA.	SAPO MARU	Jap. str.	5th Jan.	K. Asakawa	NIPPON YUSEN KAISHA	On 15th inst. at Noon.
NEW YORK VIA SUZUKI.	SKIPPION CABLE	Brit. str.	5th Jan.	K. Asakawa	DODWELL & Co., Ltd.	On 29th inst.
BOSTON & NEW YORK.	KATILAMBA	Brit. str.	5th Jan.	K. Asakawa	THE BANK LINE, LIMITED	On 10th inst.
SAN FRANCISCO.	ARAKAN	Dutch str.	5th Jan.	K. Asakawa	JAVA-CHINA-JAPAN LINES	On 9th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHIVO MARU	Jap. str.	5th Jan.	K. Asakawa	YOTO KISEN KAISHA	On 24th inst. at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	PERBIA MARU	Jap. str.	5th Jan.	K. Asakawa	CANADIAN PACIFIC R. CO.	On 2nd Feb.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	5th Jan.	K. Asakawa	CANADIAN PACIFIC R. CO.	On 8th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	5th Jan.	K. Asakawa	OSAKA SHOSHUN KAISHA	On 12th inst. at 11 A.M.
MEXICAN, PERUVIAN & CHILEAN PORTS VIA JAPAN.	KIYO MARU	Jap. str.	5th Jan.	K. Asakawa	NIPPON YUSEN KAISHA	On 14th inst. at 4 P.M.
AUSTRALIAN PORTS VIA MANILA.	EMPEROR	Brit. str.	5th Jan.	K. Asakawa	BUTTERFIELD & SWIRE	On 21st inst.
AUSTRALIAN PORTS VIA MANILA.	NIKKO MARU	Jap. str.	5th Jan.	K. Asakawa	THE BANK LINE, LIMITED	On 24th inst.
DELACOA BAY, DURBAN, EAST LONDON, &c.	OSAGURA	Brit. str.	5th Jan.	K. Asakawa	NIPPON YUSEN KAISHA	On 14th inst. at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA.	GUYARAT	Jap. str.	5th Jan.	K. Asakawa	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA.	HITACHI MARU	Jap. str.	5th Jan.	K. Asakawa	JARDINE, MATHESON & Co., Ltd.	On 6th inst. at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA.	YINGKOW	Brit. str.	5th Jan.	K. Asakawa	BUTTERFIELD & SWIRE	On 6th inst.
SHANGHAI, KOBE & YOKOHAMA.	KAMATARA MARU	Jap. str.	5th Jan.	K. Asakawa	NIPPON YUSEN KAISHA	On 8th inst.
SHANGHAI, KOBE & YOKOHAMA.	KUTSANG	Brit. str.	5th Jan.	K. Asakawa	JARDINE, MATHESON & Co., Ltd.	On 8th inst.
SHANGHAI, KOBE & YOKOHAMA.	SWANTUNG	Brit. str.	5th Jan.	K. Asakawa	BUTTERFIELD & SWIRE	On 8th inst.
SHANGHAI, KOBE & YOKOHAMA.	TAIPEI MARU	Jap. str.	5th Jan.	K. Asakawa	JAVA-CHINA-JAPAN LINES	On 8th inst.
SHANGHAI, KOBE & YOKOHAMA.	MONSIEUR	Brit. str.	5th Jan.	K. Asakawa	P. & O. S. N. Co.	About 7th inst.
SHANGHAI, KOBE & YOKOHAMA.	MONGARA	Brit. str.	5th Jan.	K. Asakawa	P. & O. S. N. Co.	About 9th inst.
SHANGHAI, KOBE & YOKOHAMA.	COBOLLERS	Jap. str.	5th Jan.	K. Asakawa	MESSAGIERIE MARITIME	On 10th inst.
SHANGHAI, KOBE & YOKOHAMA.	DAIJI MARU	Jap. str.	5th Jan.	K. Asakawa	NIPPON YUSEN KAISHA	On 9th inst. at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA.	SONOBU MARU	Jap. str.	5th Jan.	K. Asakawa	OSAKA SHOSHUN KAISHA	To-morrow, at 8 A.M.
SHANGHAI, KOBE & YOKOHAMA.	RAYAN	Brit. str.	5th Jan.	K. Asakawa	DOUGLAS, LAFAIR & Co.	To-day, at 2 P.M.
SHANGHAI, KOBE & YOKOHAMA.	HAMUSU	Brit. str.	5th Jan.	K. Asakawa	DOUGLAS, LAFAIR & Co.	On 7th inst. at 1 P.M.
SHANGHAI, KOBE & YOKOHAMA.	TAMING	Brit. str.	5th Jan.	K. Asakawa	BUTTERFIELD & SWIRE	To-day at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA.	YUENANG	Brit. str.	5th Jan.	K. Asakawa	JARDINE, MATHESON & Co., Ltd.	On 8th inst. at 3 P.M.
SHANGHAI, KOBE & YOKOHAMA.	CHINCHUA	Brit. str.	5th Jan.	K. Asakawa	BUTTERFIELD & SWIRE	On 11th inst. at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA.	LOONGSANG	Brit. str.	5th Jan.	K. Asakawa	JARDINE, MATHESON & Co., Ltd.	On 15th inst. at 3 P.M.
BOMBAY, VIA SINGAPORE, MALACCA & COLOMBO.	PHANANG MARU	Jap. str.	5th Jan.	K. Asakawa	NIPPON YUSEN KAISHA	On 8th inst.
BOMBAY, VIA SINGAPORE, MALACCA & COLOMBO.	SAIGON MARU	Jap. str.	5th Jan.	K. Asakawa	OSAKA SHOSHUN KAISHA	On 7th inst. at Noon.
BOMBAY, VIA SINGAPORE, MALACCA & COLOMBO.	KUNSHANG	Brit. str.	5th Jan.	K. Asakawa	JARDINE, MATHESON & Co., Ltd.	On 8th inst.
SINGAPORE, PENANG & CALCUTTA.	OSKON MARU	Jap. str.	5th Jan.	K. Asakawa	JARDINE, MATHESON & Co., Ltd.	On 8th inst.
SINGAPORE, PENANG & CALCUTTA.	OSKON MARU	Jap. str.	5th Jan.	K. Asakawa	NIPPON YUSEN KAISHA	On 8th inst.
SINGAPORE, PENANG & CALCUTTA.	OSKON MARU	Jap. str.	5th Jan.	K. Asakawa	JAVA-CHINA-JAPAN LINES	To-day.
BATAVIA, CHEMBONG, SAMARANG, &c.	THUENANG	Brit. str.	5th Jan.	K. Asakawa	THE BANK LINE, LTD.	On 3rd Feb.
MAURITIUS & SOUTH AFRICAN PORTS.	SALAMIS	Brit. str.	5th Jan.	K. Asakawa	OSAKA SHOSHUN KAISHA	To-morrow, at 10 A.M.
HAIPHONG & HOIHOW.	DAIJI MARU	Jap. str.	5th Jan.	K. Asakawa	BUTTERFIELD & SWIRE	On 6th inst. at 10 A.M.
HAIPHONG & HOIHOW.	KALONG	Brit. str.	5th Jan.	K. Asakawa	JARDINE, MATHESON & Co., Ltd.	On 6th inst. at 8 A.M.
HOIHOW & HAIPHONG.	LOKSANG	Brit. str.	5th Jan.	K. Asakawa	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SANDAKAN.	MAUSANG	Brit. str.	5th Jan.	K. Asakawa	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STRAITS TO SAIL.
 † SANDAKAN "MAUSANG" ... We'day 5th Jan. Noon.
 † SINGAPORE, PENANG & CALCUTTA "KUNSHANG" ... We'day 5th Jan. 3 P.M.
 † SHANGHAI, KOBE & MOJI "KUTSANG" ... Thursday 8th Jan. D'light.
 † HOIHOW & HAIPHONG "LOKSANG" ... Thursday 8th Jan. 8 A.M.
 † SINGAPORE, PENANG & CALCUTTA "FOOKSANG" ... Saturday 9th Jan. 3 P.M.
 † MANILA "YUENANG" ... Saturday 9th Jan. 3 P.M.
 † SHANGHAI "HOPKANG" ... Sunday 10th Jan. D'light.
 † MANILA "LOONGSANG" ... Saturday 15th Jan. 3 P.M.

REVENUE TOURS TO JAPAN.
 The steamers "KUNSHANG," "MAUSANG," and "FOOKSANG" leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 25 days. This service is supplemented by the "YATUNG," "KUNSHANG" leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offering), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.
 These vessels have all modern improvements and are fitted throughout with Electric Light.
 A duly qualified surgeon is also carried.
 *Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.
 †Taking cargo on Through Bills of Lading to Yangtze Ports, Choochow, Tientsin, Dairen, Weihaiwei.
 †Taking cargo on Through Bills of Lading to Kuantan, Labad, Dairen, Singapore, Tarras, Vankar, Jesselton and Labuan.
 Telephone No. 215.
 For Freight or passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS, Hongkong, 1st January, 1916. [8]

BRITISH INDIA S. N. CO., LTD.
 NEW SERVICE OF STEAMERS BETWEEN
 YOKOHAMA, KOBE, HONGKONG AND RANGOON.
 Steamers are despatched Eastward and Westward at regular intervals, calling at
 Passengers and Cargo at Current Rates.
 For Freight or Passage, apply to
 JARDINE, MATHESON & Co., LTD.,
 Telephone No. 215. AGENTS
 Hongkong, 16th April, 1915. [24]

THE ROYAL R.M.S.P. MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.
 HOMEWARD.
 TRANS-PACIFIC SERVICE.
 SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.
 For Freight and Further Particulars, apply to
 JARDINE, MATHESON & Co., LTD.,
 Telephone No. 215 Sub. Ex. 10
 Hongkong, 26th October, 1915. [23]

CANADIAN PACIFIC RAILWAY COMPANY'S STEAMSHIP LINE

FROM CHINA & JAPAN TO CANADA, UNITED STATES & EUROPE VIA VANCOUVER.

CALLING AT SHANGHAI, NAGASAKI (Inland Sea), KOBE AND YOKOHAMA.
 QUICKEST TIME ACROSS THE PACIFIC

"EMPEROR OF RUSSIA"—"EMPEROR OF ASIA"
 16,850 Tons Gross Register—Quad-uple Screw—Speed 21 Knots.

"EMPEROR OF JAPAN" ... REDUCED FIRST CLASS FARES.
 "MONTEAGLE" ... INTERMEDIATE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO CHANGE.
 "EMPEROR OF JAPAN" ... 2 FEB. "EMPEROR OF ASIA" ... 20 APRIL.
 "MONTEAGLE" ... 16 "MONTEAGLE" ... 25
 "EMPEROR OF RUSSIA" ... 23 MAR. "EMPEROR OF RUSSIA" ... 18 MAY.
 "EMPEROR OF JAPAN" ... 5 APR. "EMPEROR OF ASIA" ... 16 JUNE

For further information, Sailings, Guide Books, etc., please apply to
 * Calls at MOJI instead of NAGASAKI.

D. W. CRADDOCK, GENERAL TRAFFIC AGENT, HONGKONG.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING:
 FROM HONGKONG. Connecting with "GUJARAT" FROM COLOMBO.
 24th January. 18th February.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

S.S. "SALAMIS" PROPOSED SAILING
 From Hongkong: 3rd Feb., 1916
 FIRST CLASS ACCOMMODATION FOR PASSENGERS.
 FITTED WITH WIRELESS TELEGRAPHY.
 For Rates of Freight and Passage, apply to
 THE BANK LINE, LIMITED, MANAGING AGENTS

"ELLERMAN" LINE.
(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS
 UNITED KINGDOM AND CONTINENT.

For LONDON ... "KANSAS" ... On 15th Feb.
 Subject to change without notice.
 For rates of freight and further information apply to
 OR TO BRIS & Co., CANTON.
 Hongkong 26th October, 1915. [104]

THE BANK LINE, LTD., GENERAL AGENTS.

For LONDON ... "KANSAS" ... On 15th Feb.
 Subject to change without notice.
 For rates of freight and further information apply to
 OR TO BRIS & Co., CANTON.
 Hongkong 26th October, 1915. [104]

THE BANK LINE, LTD., GENERAL AGENTS.

SHIPPING IN PORT.

STEAMERS.

ALBANA, British str., 9,770, W. Dunbar, 1st January—Chingwantao, 24th December, Coal—Dodwell & Co.
 ASIA MARU, Japanese str., 3,411, Y. Mishi, 1st January—Singapore, 25th December, General—Order.
 ARSUTA MARU, Jap. str., 4,982, Horner T. Satow, 31st December—London and Singapore, 25th December, General—Nippon Yusen Kaisha.
 BORNEO MARU, Japanese str., 2,942, H. Kawai, 30th December—Balk Papan 25th December, General—Dodwell & Co.
 CAMILLO, British str., 3,149, J. Roberts, 24th December—Singapore, 18th December, Bulk Oil—Asiatic Petroleum & Co.
 CHOYANG, British str., 1,424, G. S. Holmwood, 31st December—Shanghai 25th December, General—Jardine, Matheson & Co.
 CHUYEN, British str., —, C. J. Matlock, 30th December—Haiphong 25th December, Rice—Jardine, Matheson & Co.
 DAGIN, Norwegian str., 897, A. T. Salvesen, 31st December—Haiphong and Hoihow, 30th December, General—Order.
 FOOKSANG, British str., 1,987, T. A. Mitchell, 24th December—Moji 3rd December, General—Jardine, Matheson & Co.
 HAIRAN, British str., 1,183, J. S. Thomson, 1st January—Fochow and Amoy, 25th December, General—Douglas, LaFair & Co.
 HONGKONG, French str., 739, A. Marguerite, 1st January—Haiphong, 30th December, General—A. R. Marty & Co.
 IXION, British str., 3,256, G. L. Stout, 22nd December—Manila 19th December, General—Butterfield & Swire.
 KIVU MARU, Japanese str., 2,757, K. Ozawa, 25th December—Moji 24th December, General—Toyo Kisen Kaisha.
 KUMOROW, British str., 1,350, J. Martin, 25th December—Saigon 25th December, Rice and General—Chinese.
 LOKSANG, British str., —, R. E. Matthews, 25th December—Haiphong 23rd December, General—Jardine, Matheson & Co.
 MORESBY, British str., 1,330, Thorsten, 25th December—Saigon 18th December, Rice—Chinese.
 MANILA MARU, Japanese str., 6,031, N. Kabayashi, 27th December—Shanghai 25th December, General—Osaka Shosun Kaisha.
 MAUSANG, British str., 1,643, G. M. Alock, 25th December—Sandakan 18th December, Wood and General—Jardine, Matheson & Co.
 NANYO MARU, Japanese str., 3,033, Takahashi, 31st December—Moji, 24th December, Coal—Order.
 NIPHIOW MARU, Japanese str., 1,633, S. Hibi, 30th December—Moji 24th December, Coal—Mitsui Bussan Kaisha.
 OTARU MARU, Japanese str., 1,970, T. Yoshioka, 25th December—Moji 22nd December, Coal—Nippon Yusen Kaisha.
 PHUMFENG, British str., 1,065, Bird, 26th December—Saigon 20th December, Rice—Chinese.
 PROMETHEUS, Norwegian str., 1,014, O. Heim, 1st January—Bangkok, 23rd December, General—Order.

PASSENGERS.

ARRIVED.
 Per Kuttang, from Calcutta, for Hongkong, Mr. Donathorne.
 Per Oleg, from Kinchon, for Hongkong, Mr. B. Picomelli.

DEPARTED.
 Per Atsuta Maru, for Japan, etc., Mr. Elmore, Mr. Kiddle, Mr. Boxall, Dr. Suzuki, Mr. Borgman, Mr. Dwyer, Dr. Butler, Mr. Gourden, Mr. R. Kay, Mr. and Mrs. McDermid and infant, Mr. Fukumori, Mr. Kempf, Mr. Laing, Mr. Karlen, Mr. Ukita, Mr. Ohtakara, Mrs. Bowden, Master Bowden, Messrs. Bien, H. Togawa, Deng, Yasuda, Black, Martin, Beun, W. Rossiter, Smeaton, S. Iwaki, T. Kawamura, Chani, Satow, Ashikaga, Wagnion, Mrs. Iwakoshi, Miss Fairley, Mrs. Wagnion, Miss Lora, Sister Menoff, Sister Coradini, Sister Chocora, Mr. Takahashi, and Mr.

VESSELS EXPECTED.

MERCHANT STEAMERS.

The str. "Changsha," of the Australian Oriental Line, left Sydney for Hongkong via usual Australian and Philippine ports on December 24th, and may be expected to arrive on or about January 18th.

LATEST STEAMER MOVEMENT.

The P. & O. str. "Neore" left Singapore for this port on the 2nd instant, morning, with the outward English Mails, and is due here on the 7th instant at about 10 A.M.

NOTICES TO CONSIGNEES

S.S. "PORTHOS" COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being loaded and stored at their risks into the hazardous and/or stores hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 8th January, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 15th January, or they will not be recognized.

All damaged packages will be examined on Friday, 7th January, at 10 A.M.

No Fire Insurance has been effected.

P. THOMAS, Agent.

Hongkong, 2nd January, 1916. [12]

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